The Outlook

APRIL 18, 1917

Offices, 381 Fourth Avenue, New York

MERICA IN THE WAR

With the signing by President Wilson on April 6 of the ar resolutions, printed in full in these pages last week, the ormal entrance of the United States into war began. The vote i the House of Representatives the evening before was 373 to 0 in favor of the resolutions. The number of negative votes, hile inconsiderable, speaking relatively, was larger than had oen expected, and this was due chiefly to the address of the oor leader of the Democratic section of Congress, Mr. Claude Kitchin. The address, while not marked by sound reasoning or lear logic, was evidently the utterance of a man fully convinced hat his duty required him to oppose the measure and willing o accept the responsibility of opposing not only the leader, the 'resident, but also the large majority, of his own party.

The proclamation by the President immediately followed. It eclared a state of war to exist, defined the status of alien nemies in the country, and called upon the people at large to uphold the law and support the prosecution of the war.

Instantly orders were flashed to all war-ships and naval tations, mobilization of the naval militia and naval reserves vas set in motion, recruiting for both navy and army was egun on a large scale, and the great questions of munitions nd food supply were taken up for consideration. Under the ction of the Council of National Defense a General Munitions Board has been appointed, with Mr. Frank A. Scott, a Cleve- and manufacturer and expert in munitions, as its head. It is nderstood that Mr. Herbert Hoover has been asked to head he commission which will deal with food and supplies. Both he munitions and food commissions will work in accordance vith proper legislation by Congress.

Perhaps the most spectacular immediate war action was hat by which the United States took ninety-one German ships vhich have been held by war conditions in American ports. These ships have a gross tonnage of over six hundred thou- and and are said to be not far from $148,000,000 in value. Several of them were among the most famous and largest passenger ships in the world, such as the Vaterland in New York and the Kronprinzessin Cecilie in Boston. Eighteen German ships were taken over in New York Harbor alone. The crews of the ships have been handed over to the immigra- ion authorities, and are in the position of alien people who have not yet a right to enter the country until after the immigration officials have granted that right.

In Guam a German cruiser long interned there was blown up by its crew, several of whom perished in the explosion.

The German ships have not been confiscated, and apparently the position of our Government for the present is that they are taken for protection and to prevent their injury. It is known that in many cases the engines and machinery have been tam- pered with, but it is thought that a few months' work will put the vessels in order. They could then appropriately be used for transporting troops or other necessary military purposes, leaving to one side the question of compensation to their original own- ers. If that question ever does come up in the future, it is to be hoped that against any such proposed compensation will be filed a counter-claim for injury done to American ships, Ameri- can property, American mails, and American lives by illegal and inhuman acts of the German Government.

Because the United States has entered the war against her ally, Austria-Hungary on April 9 severed diplomatic relations with the Government at Washington. Immediately the Presi- dent ordered that customs guards be placed on Austrian ves- sels (fourteen in number, said to be worth $26,000,000) and that the officers and crews be taken into custody.

ECHOES FROM ABROAD

The comments from political leaders and the press abroad brought out by President Wilson's address before Congress and the entrance of this country into the war have been on the part of the representatives of the Allies vigorous in their apprecia- tion and praise. Thus the English Prime Minister, Mr. Lloyd George, declared, "America has at one bound become a world power," and in behalf of the British War Cabinet he recognized "the chivalry and courage which called the people of the United States to dedicate the whole of their resources to the greatest cause that ever engaged human endeavor." Mr. Asquith was equally enthusiastic in welcoming the day when "the two great English-speaking democracies can rejoice together as fellow- workers and fellow-combatants for the triumph of freedom and for right." Mr. Bonar Law declared Mr. Wilson's Message "a fitting pendant to the revolution which has brought the Russian people within the circle of free nations," and added, "It is when America throws her weight into the scale that the end becomes certain." Mr. Strachey, editor of the London "Spec- tator," urges America to make a pledge of "No Separate Peace."

France was no less eager to welcome her new ally. President Poincaré in a cable letter to President Wilson says: "The war would not have reached its final import had not the United States been led by the enemy himself to take part in it." The Premier, M. Ribot, made a stirring speech in the French Sen- ate, in which he said: "The powerful and decisive assistance which the United States brings us will be not material aid alone; it will be moral aid; above all, a veritable consolation. As we see the conscience of the whole world stirred in mighty protest against the atrocities of which we are victims, we feel that we are fighting not alone for ourselves and our allies, but for some- thing immortal; that we are striving to establish a new order of things." M. Hanotaux declared that the gravest of the errors of autocracy in this war was to have so acted as "to bring America into the war at the moment when it enters upon its most decisive phase."

From the Emperor of Japan came a despatch of warm friend- ship, thanking the United States for upholding in common with the Allies "the sacred cause of the liberty of mankind."

The comments of the German press were sometimes violent and abusive, as might have been expected. Evidently they were founded on the garbled versions of President Wilson's address which alone were at first permitted to appear in Ger- many, although later, the Berlin despatches state, the full address was published. A typical utterance was that of Major Moraht, who calls the President's Message "hideously hypo- critical, unprincipled, and untruthful." Several of the papers represented our action as caused purely by financial reasons and because of our alleged dependence on Great Britain.

OUR NEW ALLIES TO THE SOUTH

Now that the United States has taken the leadership on this continent in fighting German barbarism and militancy, there are encouraging indications that other nations feel as we do and will aid in the work. It goes without saying that Canada, which already has such a splendid war achievement behind it, will, wherever possible, work in harmony with this country. Cuba, with notable promptness, has ranged itself by our side, has actually declared war against Germany, and has seized German vessels in Cuban ports. In taking this action, Cuba, through President Menocal, recognizes a moral obligation to support the United States because of the special relations existing between the two countries. On the other hand, this country not only

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

should protect Cuba against foreign aggression, but must do so for its own sake if it appears that there is any danger of the enemy establishing a naval base in Cuba or in other ways using Cuba to the injury of this country. An alliance with Cuba in this war is of prime importance. Panama also has issued a proclamation linking its interests with those of the United States and promising its full aid in protecting the Panama Canal.

Brazil, enraged, as it had every right to be, by the ruthless destruction of a Brazilian vessel, the Parana, by a German submarine, decided on April 10, as unofficially reported, to break off relations with Germany, and it was then practically certain that a rupture would immediately be followed by a declaration of war. Guatemala has declared martial law because of disturbances along its Mexican frontier, said to have been created by German intrigue, and it is not improbable that it may join in the general war.

Thus, while some other nations to the south are likely to remain at least formally neutral, there is a general movement which is most encouraging to those who hope for a growing spirit of harmony and a recognition of large common interests between this country and its sister republics.

CONGRESS AND THE WAR

The war measures already considered or which are being considered or prepared for consideration by the Sixty-fifth Congress are:

The General Deficiency Appropriation Bill.
The Army Appropriation Bill.
The Military and Naval Academies Appropriation Bill.
The Sundry Civil Appropriation Bill.
The Rivers and Harbors Appropriation Bill.
The Universal Military Training Bills.
The Spy Bill.
The Aero Bill.
The Armed Ships Bill.
The Ship-Yards Bill.
The Navy and Marine Corps Personnel Bill.
The Trading with the Enemy Bill.
The Food Control Bill.
The Government Bond Bill.

With one exception, all these measures may be expected to pass. The first has now gone through both houses. It is of particular importance, as it puts a special appropriation of $100,000,000 immediately into the President's hands for emergency measures.

The appropriation bills unenacted by the Sixty-fourth Congress, because of the Senate filibuster, amounted to over $500,000,000. The House of Representatives is now enacting these measures, as modified by our entrance into the war, and the Senate will doubtless try to make up for its former delay. Of the appropriation bills two deserve special chronicling. The first is the Army Bill, which must now be increased, in addition to the former estimate of $240,000,000, by the startling sum of $2,932,000,000 if we are to make an army of one million men ready for war both in personnel and material within a year. The second bill is the Rivers and Harbors Bill. In its former form it contained many indefensible features, and hence was properly slighted by the Senate; but its new form, providing for deep channels at strategic points, will probably insure its passage.

As to the Universal Military Training and Service Bill, by far the most important legislation considered by Congress in recent years, The Outlook favors the adoption of the Chamberlain Bill as opposed to the so-called General Staff Bill. In a private letter Senator Chamberlain says:

> I am glad indeed to know that The Outlook favors my Universal Military Training Bill. Whether we are able to get it through or not, I think the friends of universal military training have accomplished a very great victory in that the President in his Message to Congress approved universal service, and the measure [the General Staff Bill] which is being submitted for raising an army recognizes the principle involved in my bill.

Of the other measures, the House of Representatives was as deficient in the Spy Bill as was the Senate in the appropriation bills. The Spy Bill is an omnibus measure embracing some eighteen neutrality bills, most of which had been submitted by the Department of Justice. These measures were drastic, and were specially designed to curb the activities of foreign spies. They provided severe penalties for spying on matters of National defense and prescribed punishment for conspiracies to violate American neutrality. They passed the Senate practically unchanged, by the emphatic vote of sixty to ten. They will, it is hoped, pass both houses by large majorities. The pacifist lobby at Washington is opposing the Spy Bill on the ground that it "would abolish the right of free speech and prohibit public meetings held to criticise the Government." The censorship paragraph in the bill has also been criticised by certain newspapers which fear the effect of Government control of the press.

CONGRESS: AERONAUTICS AND OTHER THINGS

The Aero Bill would create a Department of Aeronautics giving its secretary a portfolio in the President's Cabinet. Special stress is laid upon this bill by the recent statement from Miss Ruth Law, the aviatrice, who has returned from France and England, where she has been studying the conditions and the equipment of the aviation corps now in service in those countries. She reports that not one of the hundreds of air planes which have been sent from this country to England and France is in use at the front; that they are used instead as training mediums only, as they are too slow and lack the tractability in flying which distinguishes the foreign product.

As is well known, the Armed Ships Bill was the cause of the recent Senate filibuster. It now comes up again in the new Congress, and should be passed at once, if only to set the record of Congress straight in confirming the President in his power to protect American commerce and American lives.

One of the proposed amendments to the Shipping Board Act, favorably reported before the adjournment in March, is now being taken up, with the Government's support, namely, the measure to empower the President in an emergency to take or control ships in process of construction on foreign orders at our yards. Under the present law, the sale of American ships to foreign Powers for transfer to a foreign flag can be forbidden; but we have no law granting the Government power to take over foreign vessels which builders are constructing.

The Naval Committee of the House has submitted bills increasing the personnel of the navy by 63,000 men, namely, to a total of 150,000; and increasing the marine corps by 12,500 men, namely, to a total of 30,000 men; the total cost being $175,000,000; increasing from thirty-five to fifty years the age limit for that class of the Naval Reserve force which is composed of seafaring men capable of performing service, providing that midshipmen graduated a year ahead of time from the Naval Academy may be immediately commissioned as ensigns (the existing law requires four years at the Naval Academy before an ensign's commission may be granted); finally, allowing each member of the Senate and House to appoint additional men to Annapolis—this to fill up the classes which are to become depleted because of the order recently issued for earlier graduations.

As has been anticipated, following the British Trading with the Enemy Act, a similar bill has been submitted to Congress as an Administration measure. It provides that commerce between German subjects and between such subjects and American citizens will not be prohibited in the continental United States, and that trading between American citizens or German-composed corporations in the United States with German subjects in the neutral countries will not be molested, but that Germans residing in the United States or its possessions will be prohibited from trading with Germany and also forbidden to transmit funds.

The bill giving the Government control of food follows the "agricultural mobilization" ideas recommended by last week's conferences held by the National Agricultural Society at Washington, and by the conference of expert agriculturists called at St. Louis by Secretary of Agriculture Houston. A National Committee would be created with power to fix prices for farm products, and possibly wages for farm labor. The history of the warring countries shows the advisability of stringent Government control over food speculators.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

NGRESS: FINANCE AND THE WAR

There are three kinds of supplies which America can provide this war in seemingly sufficient quantities. They are:

1. Money.
2. Munitions.
3. Food.

With regard to the first, there is no doubt. With regard to second, there is a little doubt. With regard to the third, re is just now, unfortunately, a good deal of doubt.

As to the first, last week Secretary of the Treasury McAdoo mitted to Congress, and the Ways and Means Committee of House of Representatives has drafted, the largest financial posal ever considered by any legislature. It provides for the posal of some $7,000,000,000. Five billions of those dollars to be raised by means of bond issues. The other two lions, to be raised by the issue of one-year certificates of lebtedness, are designed merely to anticipate increased venues expected from the legislation enacted last winter or be enacted this spring.

Of the money secured by the sale of bonds, $3,000,000,000 ll be loaned to the Entente Powers in return for their obli-tions, and $2,000,000,000 will be spent on National defense.

The money for the Allies forms, perhaps, the most interesting ature of the whole transaction. We are glad to note in Mr. cAdoo's announcement that the supply of credit to "the gov-nments making common cause with us against Germany to able them to secure essential supplies in the success of carry-on the war with increased effect" also contains the addi-nal clause that "this financial aid ought to be extended at earliest possible moment." This is specially true with regard Russia, where the stability of the new Government and the ssibility of the success of a German drive cause uneasiness. ssia requires rolling stock and ship tonnage immediately.

The proposed bonds are to be exempt from taxation, and will ar interest probably at 3½ per cent. It has been queried ether this rate of interest will produce the immense sum de-ed, and whether a higher rate would not assure definite suc-s. Some savings banks pay 3½ per cent, others 4—call it average of 3¾ per cent; but even so, the best interests of country might be better served by the savings banks them-ves investing their funds in Government bonds at 3½ and serving their deposits, than by seeing their depositors with-w their savings to buy bonds at, say, 4 per cent. For in this e the banks would be obliged to sell their own securities to ve a sufficient amount of cash to pay to their depositors. Sup-se the banks do lose a fraction of one per cent by investing Government bonds. Would it not be better for them to have new bonds bear a rate of interest which will not induce avy withdrawals, and thus compel the banks to liquidate their dings of other securities?

In any case, the problem of raising the money required for r will involve a shift of capital. This shift will doubtless be ompanied by a similar shift of labor, because some capital least will be removed from the progress of undertakings t are not imperative, so as to enable men and women to est in the new bonds, and the suspension of those undertak-s will release a certain amount of labor supply.

The new bonds are to be offered as a great popular loan. The lest opportunity will be given to the public to subscribe. As forbids the payment of commission on sales of Government nds, it is gratifying to note that the bankers throughout the ntry have risen as one man to offer the free use of their vices and facilities in making the proposed bond issue a cess. In addition to these offers, the Treasury will seek the istance of the Federal Reserve banks, the National banks, State banks and trust companies, the savings banks and urance companies, in this public offer of Government bonds. addition, Governmental agencies, such as the post-offices l the internal revenue offices, will be asked to assist in this riotic work.

Few doubt that Congress will grant the necessary authority make public offer of these bonds. That our National wealth l not be too much lessened and that the task of raising funds l be accompanied without inflation and without confiscation uld be evident from a survey of our financial resources.

THE NEW BRITISH OFFENSIVE

The advance made eastward by General Haig's army to the north of the town of Arras and extending north beyond Lens and as far as La Bassée has been so successful and on such a large scale that it is even thought by some critics that the German flank has been turned; that is, that the British operations have extended beyond the northern end of the new German line of defense occupied by the German forces after their retreat from the old line in the Somme sector. However this may be, it is clear that if the Germans expected that their recent retiral would embarrass or prevent a strong British offensive this spring they were mightily mistaken.

The battle of Arras bids fair to be the most notable engagement since the beginning of trench warfare in western Europe, exceeding last year's attack of the French in the Champagne district. On April 11 the despatches declared that in the two preceding days the British had captured more than eleven thousand prisoners, including two hundred and thirty-five officers (five at least of whom were battalion commanders), while over one hundred cannon and over one hundred and sixty machine guns had been taken. The number of prisoners is particularly significant; either the German troops are now poorer fighting stuff than they have been or the planning of the British attack was brilliant in the extreme. A splendid achievement is again accorded to the Canadian forces, which took and held the Vimy Ridge, a most difficult position, the capture of which gave the British command of a large field of operations before it. It is here on Vimy Ridge that the American flag is reported to have made its first appearance on the front—carried by a Texan in a Canadian regiment.

The gain penetrates the hostile line in some places to a distance of three and one-half miles, and extends over more than twenty-five miles. One important effect will be to threaten the German position at Cambrai, and with Cambrai in danger and St. Quentin and La Fère now gradually being pocketed by lines extending on both sides of each place, the probability increases daily of a further German retreat which could by no means be considered a strategical movement planned in advance.

A remarkable feature of the war in the week ending April 11 was the battle fought in the air behind the new German lines. Nothing like it has ever taken place in the history of the world. The British sent scores of aviators over the German lines for the purpose of studying and photographing the positions. It is said that no less than seventeen hundred photographs of the country behind the enemy's lines were taken, while many tons of bombs were dropped. The German aviators accepted the challenge, and a general engagement took place. The exact number of airplanes on both sides is not given, but as the British claim that they destroyed or drove damaged to the ground over fifty of the German airplanes and admita loss of twenty-eight of their own machines, it is probable that the total number considerably exceeded one hundred. The extent of the airplane warfare on the western front may be judged by the fact that Berlin despatches declare that one hundred and sixty-one airplanes of the Allies were destroyed in the single month of March. The first official appearance of the American flag on the front is likely to be aloft; for the Lafayette Escadrille, composed of American aviators, are, it is said, soon to substitute American uniforms for French uniforms and to carry the Stars and Stripes.

The junction of British and Russian forces in the region north of Bagdad, briefly noted last week, has been followed by a considerable advance to the northeast—that is, toward Mosul—by General Maude's army. The co-operation of Russian forces from Lake Van in the north and from Persia in the east with the British forces in Mesopotamia, and perhaps later with those now threatening Jerusalem, is constantly becoming a more assured and important thing.

RECONSTRUCTION IN GERMANY

Last week despatches from Holland announced that serious food rioting had taken place across the border in the Westphalian districts of Germany, more particularly in the cities of Barmen, Bielefeld, Duisburg, Düsseldorf, Elberfeld, and Krefeld. Crowds paraded the streets, according to this information,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

shouting, "Give us bread!" smashing windows, and singing revolutionary songs, and among the crowd some members of the Landsturm—the third line of military reserve—were found. So serious were these disorders that, it is added, the military commanders in some of these cities have now empowered their soldiers to use firearms against rioters without previously warning them. Thus the food situation is disturbing Germany.

But the political situation is tending also in the same direction. In any event this would be the case, but it has been specially marked since the Russian overturn and the entry of America into the war. It is not a revolution, and no one well acquainted with Germany thought it would be. But it is an intense evolution. Newspapers which throughout the war have been bound have thrown off their control and have made unheard-of demands. These demands have centered about electoral reform in Prussia. The privileged classes have always fought this reform. But it has gained a new adherent—the Emperor. He now declares it to be "near his heart," and he has made solemn pledges to abolish the famous—or rather infamous—Prussian franchise. But his promises are made, like so many others, to have effect "after the war." This does not suit the Socialist or the Radical papers. Even some liberal papers do not accept the offer as decisive. For instance, the "Frankfurter Zeitung," as press despatches report, prophesies that a democratic German Empire will come soon, not because the Chancellor avows himself in its favor, but because the Chancellor's words interpreting the Emperor express the will of the overwhelming majority of the people.

In the Radical press the most prominent spokesman is Maximilian Harden, editor of "Die Zukunft." He boldly declares that Germany must remodel her monarchy on the line of the English system. What a curious comment Harden has made upon himself! Years ago he maintained that Russian regeneration could be brought about only by German assistance. And now German regeneration is being brought about by Russian example.

As to the Socialists, their leading organ, "Vorwärts," joyfully hails the Emperor's message as a promise entirely distinct from all previous announcements and as a departure from the old spirit of things. Says "Vorwärts:"

> Easter day of the third year of the war has brought us a promise which appears more hopeful than all previous announcements. . . . It cannot possibly end again in empty words . . . because of the solemn circumstances of the time at which it reaches us, and, above all, the inner spirit which it bespeaks. . . . The throne pledges itself, in the case of Ministerial changes, to intrust no one with the leadership of Prussian state affairs who has not internal reform at heart in at least the same measure as has Chancellor von Bethmann Hollweg. . . . The main thing is not to calculate whether the Government promises to fulfill fifty per cent or seventy-five per cent or one hundred per cent of our demands. In the face of the Government's message our task must be to mobilize all the people's political powers for the most energetic continuation of the carrying out of the reform.

The extremer Socialist views are reflected by the statements made by Deputy Ledebour in the Reichstag. Evidently referring to Russia, he said: "I earnestly hope that our Socialist friends may follow the gratifying example already afforded everywhere by the champions of Socialism through their resolute struggle against the anti-peace machinations of their own rulers." And, referring to Poland as reconstituted by Germany, Herr Ledebour declared that "the reconstitution of this Polish state contradicts the principle of the rights of peoples to self-government."

HOW GERMANY PUNISHES FOR IMPROPER TREATMENT OF PRISONERS OF WAR

Ambassador Gerard, as the official representative of the United States in Germany, and as the one man to whom the Allied Governments looked with hope for the protection of their nationals in the prison camps of Germany, was in a position to see more of the conditions in those camps than any other man not an official of the German Government.

Two things may be taken for granted—the authenticity of any criticism of these camps made by Mr. Gerard, and the obvious fact that Germany did not go out of its way to expose to his view any brutality towards the prisoners which may ha existed.

It is worth while, then, to stop and consider a recent sta ment made by Ambassador Gerard before the Canadian C of New York City:

> One day I read in the "North German Gazette" a paragrap which told that a number of the inhabitants of a northern Ger man town had been guilty of improper and unpatriotic conduc toward prisoners of war, and that they had been jailed for vary ing terms and their names printed in the "North German Ga zette," that their names might be exposed to shame and thei falsity made known to generations of Germans to come.
>
> I said to myself, "Good! at last some of these Germans ar to be punished for maltreating prisoners of war." I directed th American Consul there to make a report on the matter. H sent back word that a trainload of Canadian prisoners of wa was being taken through the town when it was necessary to pu the train on a siding. Some of the prisoners communicated t curious townsfolk gathered about the train that they were starv ing and had nothing to drink. The townspeople had given them food and drink, and that was the crime for which they wer imprisoned and held up to shame.
>
> I had seen small boys, with German simplicity and kindness march about the prison camps armed with bows and arrows shoot arrows tipped with nails at prisoners, but I had not befor heard of such a thing as this.

Such testimony needs no further comment.

A FUTILE ATTEMPT AT SEDITION

The methods of German intrigue and the workings of t German official mind are well illustrated by the authentica reports that German agents are actively attempting to stir a revolt among Negroes of the South.

The thought that for every ignorant Negro who can be affected by such propaganda, ten thousand others will have th loyalty to their Government intensified, is one which app ently has not occurred to those responsible for this seditic activity.

If there is any one characteristic which is genera accorded to the Negro race, it is loyalty. Those Negroes wh when their own freedom was at stake, labored faithfully a devotedly for the unprotected women and children on the Sou ern plantations created a record for fidelity which might w profit have been observed by the powers who set on foot t curiously short-sighted effort to arouse racial antagonism in t South.

So far as can be judged from the Southern press, Southe white men share absolutely our opinion of the absurdity this attempt to incite a race war. Such disaffection as exists purely domestic in its character. Local conditions in ma parts of the country, both North and South, may not be at to the liking of Negroes, but their loyalty to their country and flag is something which cannot and will not be doubted.

Dr. Frissell, of Hampton Institute, whose work as princip of that remarkable school has naturally brought him in clo contact with Negro opinion, recently said:

> After thirty-six years of labor among the Negroes of the South I feel that I have a fair knowledge of conditions. A recent meeting brought assurances of loyalty from some of the districts that are considered most disaffected. Forty of the Hampton students have offered themselves as candidates for the summer training camps for officers in Negro regiments. Should there be a call for help, the whole Hampton Institute battalion of five hundred cadets could be counted on for service. These five hundred students are under military training.
>
> The Negro has always been loyal. Certainly no other race coming from a foreign soil can be compared with the Negroes in their loyalty to their country. What is true of the past is certainly true of the present.

Spontaneous evidence of this loyalty has already been give by the utterances of Negro leaders at Tuskegee and elsewhe throughout the South.

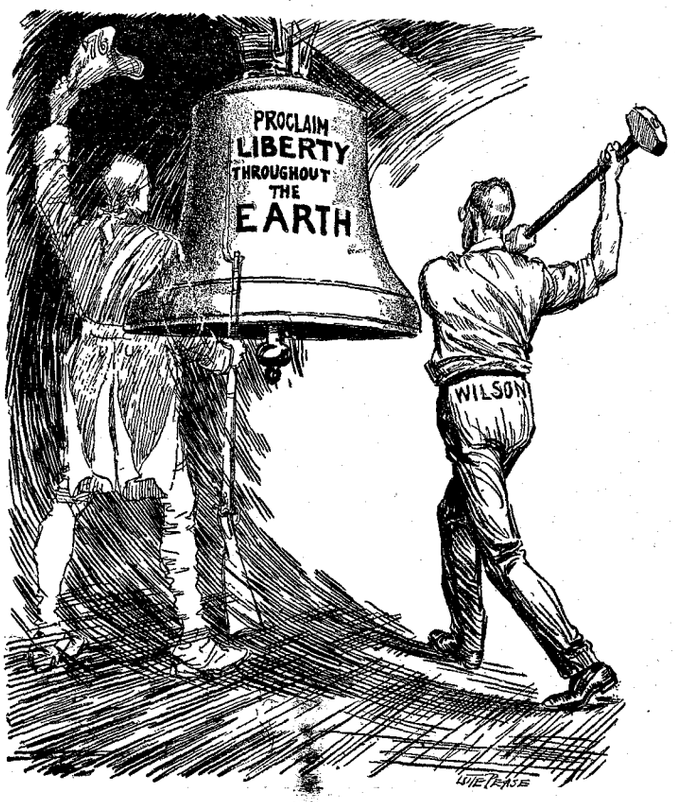
THE "MOHANSIC MENACE"

The State of New York has purchased sites for a Sta Hospital for the Insane and a State Training School for Boy

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CARTOONS OF THE WEEK

Pease in the Newark Evening News

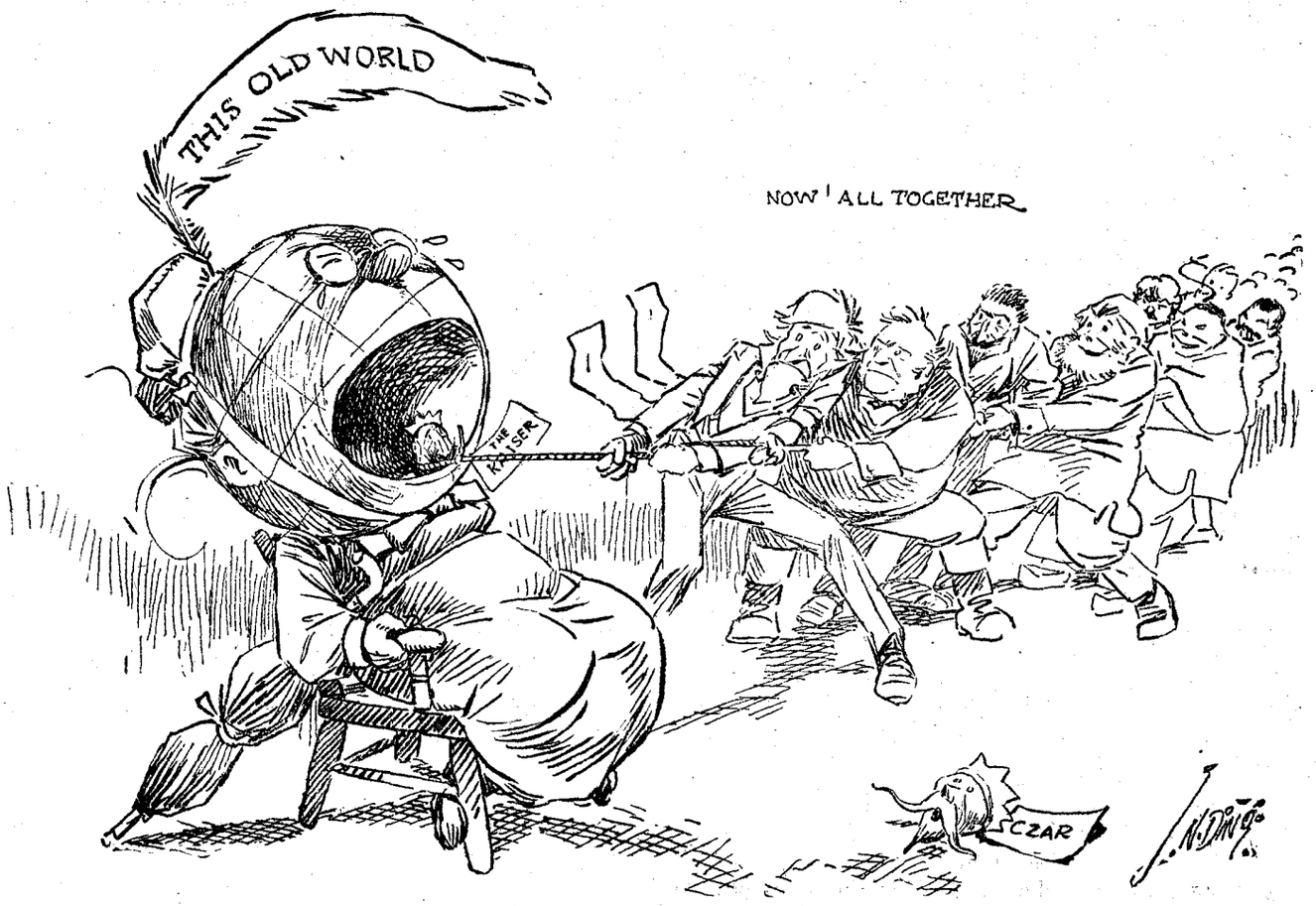


CALLING AUTOCRACY'S FOES

Kirby in the New York World

JOINING THE COLORS

Darling in the New York Tribune



SHE'LL FEEL SO MUCH BETTER WHEN ALL THOSE TROUBLESOME OLD CROWNS ARE OUT.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

upon the watershed of the Croton Reservoir, which supplies the city of New York with its water. The buildings for the Training School are nearly completed and $300,000 has been appropriated for the construction of the Hospital, but the intervention of Governor Whitman has held up work on both projects. Governor Whitman intervened on the grounds that the construction of these buildings, which would have a combined population of from five to eight thousand, would constitute a grave menace to the health of New York City, in view of the danger that the sewage from the Hospital and Training School might reach the Croton Reservoir.

The Governor's opposition is shared by Mayor Mitchel, Dr. Haven Emerson (New York City's Commissioner of Health), the city's Board of Water Supply, the Merchants Association, and many disinterested sanitary experts. On the other hand, the plan to erect these public institutions on the watershed is supported by some disinterested experts, and furthermore, it is alleged, by men who would profit financially and politically by the presence of the institutions on the proposed sites.

The controversy that has arisen over this question is of National significance, because it involves principles relating to public health and sanitation, with which is concerned the welfare of every American community.

New Yorkers get a large part of their water from Croton Lake through an aqueduct. According to proposed plans, the sewage from the Hospital and Training School would be discharged directly into a body of water known as Mohansic Lake, which discharges into Croton Lake through an intermediate pond and river. Water travels the distance of seven miles between Mohansic Lake and Croton Lake in about six hours.

The advocates of the plan to construct buildings on the watershed declare that danger of contaminating the Croton Lake would be removed by natural sedimentation in transit and by the filtration of water in a filtration plant which it is proposed to construct. The whole question at issue is whether the people of New York City have sufficient guarantee that no dangerous sewage can reach their water supply, or whether the danger is too great to be risked.

We agree with Governor Whitman and Commissioner Emerson that the danger is too great to be risked. In a matter so vital to the public health as the public water supply no danger whatever should be admitted which could be avoided. There is no weighty reason why the State Hospital and Training School cannot be built elsewhere than on the Croton watershed.

Commissioner Haven Emerson's views, tersely expressed to The Outlook, are as follows: "If the filtration plant and the two public institutions could be ideally operated, the present plan would be safe, but the danger is too great that such operation will not be perfect. If the city only had the appointing power of the officials in charge of the hospital and training school we would dare to take the chance, but with State politics appointing men to run the filtration plant who will not be responsible to those drinking the water, the danger is too great to be undertaken.

"In general, I am opposed to the construction of any more buildings on the watershed. The State has already paid much money to get rid of private buildings. Why should it now put up there public buildings which could just as well be placed somewhere else?"

The point of view of the disinterested and honest experts who support the proposed plan is illustrated by Mr. Rudolph Hering, a distinguished sanitary engineer. Briefly, Mr. Hering feels that the "Mohansic plan" will be all right "if you get the right people to administer it." But that is just the rub. We agree with the opponents of the plan in condemning it. on the ground that the danger is too great that the right sort of administration will not be secured.

The bill which has been introduced into the State Legislature by Senator Robert F. Wagner prohibiting the construction of any public institution on the Croton watershed ought to be passed.

RICHARD OLNEY

Two incidents in the public career of Richard Olney, who died in Boston on April 9, at the age of eighty-two, will insure the permanency of his place in American history. The first w when, as Attorney-General in President Cleveland's Cabin he not only upheld and advised Mr. Cleveland in using Fede power to put down lawlessness in the Chicago car strike 1894, but formulated the programme and policy which w accepted and firmly applied by the President. The seco was when, as Secretary of State, in the controversy with Gr Britain over the Venezuelan boundary dispute, he reaffirm and defined the Monroe Doctrine in a tone unmistakable an intent to enforce its principles, and with an uncompro ing assertion of our rights which extended beyond any form state paper in that it laid emphasis on our power as well as o duty to interpose against foreign domination in South or C tral America. Thus he said:

> To-day the United States is practically sovereign on this continent, and its fiat is law upon the subjects to which it confines its interposition. Why? . . . It is because, in addition to all other grounds, its infinite resources combined with its isolated position render it master of the situation and practically invulnerable as against any or all other Powers.

This was bold talk, and in view of what we now know it m be taken as referring to potential rather than existing milita strength. Many weak-kneed Americans feared that war wi Great Britain would follow Olney's plain speaking, but the in dent furnished a shining example of the truth that the way f a nation to avoid war is to say what it means and do what says—a truth that might to advantage have been recalled recent days.

Personally, Richard Olney was a statesman of the old scho polished and urbane in manner, forceful in speech and writin vigorous and almost pugnacious in controversy.

A LOSS TO EDUCATION

The recent death of Elizabeth Keep, for many years he of the well-known school for girls at Farmington, Connecticu has removed from the field of education a remarkable persona ity, and has made a deep impression upon a wide circle of Ame ican men and women.

Mrs. Keep was born at Elizabethtown, New York, in 186 She was the daughter of Robert S. Hale, a lawyer and memb of Congress. Together with her sisters she was a pupil the famous school established by Sarah Porter, a sister President Noah Porter, of Yale, at Farmington, Connecticu and, on the completion of her education, returned to catalogu the school library. Miss Porter became much attached to h and often spoke of her with admiration. In 1897 Elizabet Hale married Robert Porter Keep, a nephew of Miss Porte and principal of the Norwich Free Academy, an endowed hig school at Norwich, Connecticut. Following Miss Porter's deat Mr. and Mrs. Keep became closely associated with the dire tion of the school at Farmington, which continues to bear Mis Porter's name, and after her husband passed away in 1904 Mr Keep as its head not only carried on alone the best tradition of Miss Porter's school, but greatly enlarged its membershi and equipment. She also maintained a free kindergarten fo Farmington children.

A beautiful and stately woman, Elizabeth Keep was a dom inant feature of a singularly attractive New England town. Sh exercised a deep and permanent influence on the fundamental of character-building in Miss Porter's School, and thus strength ened the quiet but distinctive qualities which "Farmingto girls" have shown wherever they have gone.

Under Mrs. Keep's direction the Farmington school ha attained for itself a somewhat unusual position among secondar schools for girls. Its beautiful physical situation, its methods its grouping of the girls in separate houses about a centra building, gave it some of the atmosphere and influence of a kind of college midway between the preparatory school and the more elaborate institutions of academic training for women. A friend of the school once said that he always thought of it as a kind of smaller American Rugby for girls. The girl who could not or would not go to college received under Mrs. Keep's administration at Farmington an unusual combination of the preparatory school and the college atmosphere. It is hoped that

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

he graduates of Farmington will aid to perpetuate these influences and traditions.

BILLY SUNDAY IN NEW YORK CITY

The building in which the Rev. William A. Sunday is holding his evangelistic meetings in New York City covers a city block at Broadway and One Hundred and Sixty-eighth Street. In other days the "Yankees" used to play baseball on these grounds. The building is a great, wide-spreading tabernacle of yellow pine with very many entrances, which, serving as exits, are valuable in getting the crowds out quickly. The interior shows many uprights supporting timbers upholding an immense roof. In this rectangle some sixteen thousand people can find seats. And they are not uncomfortable. As the revivalist said as he looked about: "This *is* a comfortable building, but I am going to try and furnish some discomfort."

On Sunday and Tuesday of last week (Monday Mr. Sunday gave to the clergy only) remarkable audiences assembled there, marking the beginning of the Sunday campaign in New York City. They were not "highbrow" audiences, and yet not Salvation Army crowds either. They were quiet in appearance and demeanor. But they were curiously inclined throngs—even those who had heard the revivalist before displayed a kind of amused expectancy and curiosity as to what he was going to say next. They were attentive, serious, not scoffing crowds. They laughed whenever there was opportunity, they applauded strenuously, they enjoyed the speaker's mannerisms and the incredible slang as it came only too easily and, as one might say, torrentially from his lips. Toward the western end of the building rises a platform, in the front of which is a kind of pulpit decorated with American flags. It was on either side of this pulpit that the speaker walked up and down as he spoke and gestured.

His gestures seemed just as emphatic when he appealed for funds as when he appealed to men to seek their souls' salvation, and his language was quite as picturesque. "I never like to see a fellow," he ruminated, "roll away from church in an automobile after putting a nickel in the plate and singing, 'Jesus paid it all.'" After that remark it was noticeable that no one failed to put something into the big tin pans which were handed about as collection plates; and that, in addition to a plentiful supply of nickels, there were a good many larger-sized silver pieces and not a few greenbacks.

BILLY SUNDAY AND THE WAR

A feature of the New York Billy Sunday campaign that distinguishes it from all others is the emphasis which the revivalist lays upon the war. His great text in this, as in all other campaigns, is the cry of Habakkuk, "O Lord, revive thy work." And revival is specially needed just now in a time of crisis for our country and our church. The Billy Sunday revival is, as he said, coincident with "a new beginning of allegiance to the country." His appeals are characterized by allusions to the war. For instance, is he talking about necessary conditions of a revival? One of those conditions is willingness to sacrifice, and he said: "When we sing 'My Country, 'Tis of Thee,' is it because somebody at Lexington and Concord and Bunker Hill made a sacrifice for us? . . . I want you to understand that Christianity means suffering as well as delight. Don't forget that for a minute. When the time for the judgment of God comes, all you've got to do is to tell him what you've been doing down here. He's going to ask you if you've been going to lewd shows where women don't wear enough to make a pair of leggings for a humming-bird, and if you've been hitting the booze at a Dutch lunch. You'll have to make good on what you've been doing in this old vale of tears."

Is he talking about those who hold back, who "refuse to go into the trenches in the Lord's service"? He admitted that "the army of the Holy Spirit never has been, is not now, and never will be, what it ought to be. But," he added, "because of that, nobody ought to go around sneering at and knocking the church. The church doesn't have all of the good people, but she has the best." And he made his meaning clear by this military simile:

> I hate a poor church member, but he is better than a non-church member, just as a man who breaks every military regulation and then goes into the trenches to face shot and shell is better than the miserable mutt who won't enlist—and who tells others not to enlist. In these days a man must be a patriot or a traitor.

And then he paid his particular compliments to the Prussians:

> I have never said privately or publicly that I hoped the German nation would be blotted out, but I do say that imperialism should be. For the German people I have nothing but love and pity, and now that we have entered the great war we will find that there are no more loyal or braver Americans than those of German blood; but I hate Prussian militarism, and it must be crushed. The guns of the United States are going to help dig its grave. Some one has asked what kind of an epitaph will be fitting. Here it is: "Here lies buried Prussian militarism, the outlaw, the murderer. It died in 1917, aided by every liberty-loving nation on the earth."

After this there was tremendous applause, as on Tuesday, when the evangelist, who, as every one knows, is a famous ex-baseball player, shouted with a defiant shriek, "A declaration of war without recruits is as asinine as a game of ball without a ball."

As one emerges from the tabernacle two sights stand insistently in the way. One of them is a recruiting station for the army, and the other is a recruiting station for the navy. As a help to the army brown or the navy blue, it is presumable that William Ashley Sunday, who loves to call himself "God's grenadier," may prove a great recruiting sergeant.

THE METROPOLITAN MUSEUM OF ART

The annual report of the trustees of the Metropolitan Museum of Art, New York City, is encouraging, because it shows an increase in the number of visitors "with a purpose" as contrasted with the attendance of merely casual visitors. Those visitors "with a purpose" were, first of all, the various designers, who worked in the galleries; their number was almost three thousand. Second, there were the teachers and pupils who came to the Museum; their number was considerably over twenty-six thousand. The whole number of visitors, including those who have attended lectures or who have come as students, was nearly seven hundred thousand. The attendance has therefore diminished very slightly from that of last year. A chief reason for this decline is, in the trustees' opinion, the general increase of income, with the means thus provided for attendance at places of amusement, especially motion-picture exhibitions.

On the material side, the trustees are now able to announce the completion of the entire façade of the Museum building on Fifth Avenue, giving a total frontage of one thousand feet, extending from Eightieth to Eighty-fourth Streets. All this extra space is needed, not only because of the accessions in the number of objects of art received, but particularly because of the Museum's increased educational activity. The Metropolitan Museum has now become one of the foremost educational opportunities in New York City, and is, we are glad to say, being increasingly used by schools, both public and private, by colleges and universities, and by students of all classes.

ST. JOHN'S, NEW YORK CITY

St. John's Church in New York City, now St. John's Chapel, of Trinity Parish, has fallen on evil days. The old congregation has mostly moved away. The district is now one of warehouses. The necessity for parish work has thus largely gone. The church has been closed and is falling rapidly into decrepitude. Meanwhile Varick Street, on which the church is situated, is to be widened, and the façade of the church is in the way.

The portico is of high architectural merit. This was recognized by the Board of Estimate during the progress of the subway work, when it made an appropriation of $16,000 to preserve the façade. The Board also had a plan to let the portico stand as it is, projecting four or five feet, as it would, into the road

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

way, and let the sidewalk run under it. That plan still seems good to us.

Meanwhile the threats of demolition increase, and the third oldest church structure of the Borough of Manhattan is more than ever menaced. The art world can ill afford to lose the three-storied spire and the four Corinthian columns which are a monument in the development of ecclesiastical architecture. The church was built in 1803. At that time it was so far out of town as to be called St. John's-in-the-Fields. Now it has become so far downtown and in a part of the city from which dwellings have vanished as to make its possible preservation the care only of those historical and patriotic societies whose mission would seem to be to seek for just such opportunities.

One would think that the chapel might be saved at less cost than that ($400,000) necessary to save the Old South Meeting-House in Boston. Even if the Old South, situated on a prominent corner, is more important to Boston than is St. John's to New York, the metropolis is hardly as rich proportionately to population as is Boston in examples of early architecture, and it is not too late to save this particular example.

We have but to remember what London did in the case of St. Mary-le-Strand and St. Clement Danes when it was necessary to widen the Strand, to get a hint of what might be done even in busier New York. The Strand was widened by cutting narrow streets on either side of the churches, thus making "islands" out of them.

Finally, even if this particular church is no longer needed for religious purposes, it might be used as a hall for civic purposes—that is, supposing there are still enough residents in the vicinity to fill it.

CAN A GIRL EARN A LIVING IN ART?

Here are two art graduate records from New York City high schools, as furnished by the Director of Art:

> Dorothy Janeway started as a sketcher at Altman's after graduating from the Art School of the Washington Irving High School. After a few months she found that she had an unexpected talent for original dress designing. Hence she branched out into "free lance" work, selling sketches of dress designs in all directions in the trade. One firm that purchased designs of her was so impressed that it offered her a good salary as a special dress designer and now employs her.
>
> Viola Weinberg graduated from the technical art course of the Washington Irving High School, Manhattan, and went into a catalogue fashion studio. She started on detail work at $4 a week, and was soon advanced. In the third year she was employed under contract, doing expert detail work at $25.

Such are the results of the two years' course in practical industrial art at the Washington Irving High School. Graduates from other high schools may enter these courses and take them in a single year. Post-graduate work has also been aided by manufacturers and designers in the trades, and especially by persons interested in the development of art and philanthropy. This is the reason for an organization known as the School Art League. It offers a post-graduate course from six months to a year, along highly specialized lines, so that students having already completed the regular industrial courses may specialize in the technique of some specific trade—lace designing, textiles, or wall-paper, for instance. As we have mentioned two cases of the success of art graduates from the high schools, so we instance two cases of girls who have been further helped by the School Art League. The records show the following:

> Rita Senger was given a scholarship by the School Art League in the New York School of Applied Design for Women, an admirable organization. She completed a year of this scholarship and was then given an additional year by the School of Applied Design. She entered the trade as a "free lance" in costume illustration and cover design. She rapidly advanced with orders from "Vogue" and other magazines of that type for covers. She is now making a handsome income, although still in the very early twenties.
>
> Charlotte Nagelberg was given a scholarship in the New York School of Fine and Applied Arts—also an admirable institution—by the School Art League; a scholarship which furnished one year of free tuition to the student. On its completion, Miss Nagelberg sought a position, and to this end consulted a list of fashion studios in the telephone directory. The very first two she visited gave her work, but she soon saw a better opening in the department stores. They kept her busy doing fashion illustrating for newspaper advertisement. The School Art League exhibited some of her work, and her present employer saw it at the exhibition. She is now making designs for announcements for milliners, dressmakers and furriers, and is receiving over $70 a week.

The League is also active in the primary schools, where it maintains a teacher who visits over four hundred class-rooms every year. It conducts classes in the Metropolitan Museum of Art and the Brooklyn Institute, where lectures adapted to these hearers are given. Sunday talks for parents are also included. Of course this means much to a city which, in the ultimate analysis, must depend for its growth and beauty on the taste of its citizens. Taste should be developed early, especially among the thousands of young people who in their homes have had no incentive in that direction.

Many readers, especially women and girls, outside as well as inside the metropolis, will, we are sure, be interested in this recital. It shows what intelligent philanthropic endeavor can accomplish in the development of art, and particularly in affording girls new opportunities for earning a living.

CONSCRIPTION AND TRAINING

IN calling the country to arms the President used the phrase, "universal liability to service."

With these few words he has done what no one in any less exalted position could do. Because he has the ear of the country he has accomplished with a phrase more than books, speeches, and articles by the score have been able to accomplish. For the first time a great many Americans are realizing that war brings a burden of duty upon the individual.

The President's statement involves no new principle. Under the Constitution, Congress, which is responsible for the collection of taxes and for provision for the common defense and general welfare, is given the power "to raise and support armies," "to make rules for the government and regulation of the land and naval forces," "to provide for calling forth the militia to execute the laws of the Union, suppress insurrection, and repel invasions," "to provide for organizing the army and disciplining the militia," etc. As used in the Constitution, the word "militia" was not only familiar, but was recognized by the Continental Congress, which recommended that "all able-bodied, effective men, between sixteen and fifty years of age, be formed into companies of militia." [See Chapter I of General Emory Upton's book "The Military Policy of the United States" (Government Printing Office), and Chapters I to IV of F. L. Huidekoper's book "The Military Unpreparedness of the United States" (Macmillan).] Thus liability to military service antedates the Constitution and is embedded in it.

Not only is this liability to service recognized in the Constitution and the law, but it has been relied upon as the source of troops in warfare. In the Civil War, for example, the armies on both sides were finally raised on what Mr. Wilson calls "the principle of universal liability to service."

To recognize, however, that all citizens are liable to service is one thing. It is a very different thing to adopt a system of universal service; and still more emphatically a different thing to adopt a system of universal training.

There is great danger at the present time that any plan for raising armies "upon the principle of universal liability to service" will be regarded as an acceptance of the policy of universal military training and service.

It is clear that liability to service is not the same as serving, and it is still more clear that liability to service is not the same as fitness to serve.

There ought to be a clear distinction between four things:

1. Universal liability to service.
2. Conscription.
3. Universal service.
4. Universal training.

Universal liability to service does not need to be established—it already exists.

Conscription is requiring some men to meet their liability.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

n each of its great wars the United States has resorted to conription. If that was all that leaders of public opinion for two ears have been agitating for, they might have saved themselves ie trouble. There was no doubt that if this war lasted long ough after the United States entered it the American Govrnment would resort to conscription.

Universal service is different from conscription in that it does ot mean merely the selection of a few men to meet their liabil-y, but a system by which all men meet that liability in some ay or other. That service may not necessarily be holding a ifle, or standing in a trench, or helping to operate a field gun r driving an armed airplane. It may be doing work far from ie front. A system of universal service is simply the mobiliza-on of all the citizens for service in time of war, each being sed for the kind of service he can best render.

Universal training is different from both conscription and niversal service in that it means not waiting until a man's ervices are needed in war before calling upon him, but rather utting every man under discipline in order to fit him for his ervice when the time comes.

In the present emergency this country has suddenly come to ealize that it will have to call its citizens into military service ithout having given them military training. For such an emerency there is need for emergency measures. If we are to raise n army of five hundred thousand or a million or two million nen, we cannot select them from trained citizen soldiers. We hall have to train our soldiers as we raise them.

For the raising of the forces needed this year or next the ountry may, and we believe should, depend upon the principle f universal liability to service, but it cannot depend upon uniersal service or universal training. What the best measure is or meeting this particular emergency we do not here discuss. We simply suggest that that measure can rest upon a basis of niversal liability, and yet at the same time call for volunteers. f, for instance, we had five million men trained and subject to all, there would be nothing inconsistent with the principle f universal service if the Government from out of those five nillion men should call for half a million volunteers for special ervice abroad. This is what Australia has done. What is true f a company of men serving out of compulsion in the trenches, rom whom half a dozen men may offer their services for a pecially hazardous enterprise, may be true of the Nation at arge.

There is nothing in compulsory service that would prevent our raising a special army of volunteers. Since we have not the trained men ready, we must raise our immediate fighting forces by some emergency measure.

This emergency measure does not, however, and ought not to, take the place of the universal compulsory military training that the country must have.

The danger is that we shall enter this war as we have entered other wars—on a hit-or-miss basis, without providing for the future.

To-day the great majority of boys of military age who will be called upon to enter into military service have little or no military training. It will be a crime as well as a blunder if two years from now the boys who enter military service at that time should enter it with as little preparation as the boys who are enlisted this year.

Either we should provide for universal military training or we should abandon universal military liability. The Nation cannot justly hold boys liable for a service for which the Nation does not prepare them. The boy of seventeen will be the boy of nineteen two years from now. If he is as ignorant of his duties two years from now as he is to-day, it will be not only the Nation's fault but the Nation's crime against itself as well as against him.

For this reason such training camps as that at Fort Terry on Plum Island last summer, for boys from fifteen or sixteen to eighteen, are, if anything, more important this year than they ever were before.

Military authorities intent on the raising of immediately needed forces may, as some of them do, say that the training of boys under military age is, under the circumstances, impossible. It may be impossible. That is not a reason for not doing it; it is simply a reason for making it possible. It is our business to-day to do the impossible. England has done a much more impossible task. We can do this task.

Universal liability to service is something we have always had and always will have.

Conscription is as inevitable in this war, if there is no unexpected peace, as it has been in each of our other greatest wars.

Universal service will probably come in time.

There is one thing that will come only as public opinion demands it, and that we need the most of all—*universal training*.

AMERICAN LABOR AND THE WAR

A successful war cannot be prosecuted without labor. A million soldiers are worse than useless unless they are properly equipped with guns, ammunition, clothing, and food. This equipment organized labor must produce at home for the soldier who is defending the country at the front.

One of the great problems which England has had to solve in the war is this problem of organized labor. In his remarkable little book entitled "Mobilizing America" Mr. Arthur Bullard has this to say:

> When we leave the icy heights of finance and come down to "the business proposition" of intensifying the output of munitions, we face a problem more comprehensible to most of us. It was, however, the gravest and most troublesome problem with which the democracies of Europe had to deal.
>
> In 1914 no one knew what was the best ratio between munition-makers and soldiers. No one could foresee what was going to be needed. Few knew where the raw material came from. Worst of all, no one was sure how long the war would last. Every one underestimated its duration. So neither France nor Britain had a coherent plan of munition production to start with. Inevitably everything at first was chaotic, makeshift, inefficient.
>
> Britain went through three stages in the effort to intensify output—first, an appeal to private initiative; second, reluctant state aid; and, third, a thoroughgoing Government control. In the last stage the increase in production has been phenomenal.

Before the British Government succeeded in establishing its present efficient method of Government control it went through the most perplexing difficulties. On the one hand, private employers in Great Britain endeavored to exploit labor for the sake of extra profits, and, on the other, labor in some instances seized the occasion of the war to demand increased wages. What these difficulties were is vividly portrayed in a little "Life of Lloyd George" which has just been published in this country. It is written by Mr. Frank Dilnot, of the staff of the London "Chronicle." Lloyd George had been made Minister of Munitions.

> A thousand difficulties rose to meet him as he built up the new organization, but he trampled them under foot and went forward, heedless of whether he was making enemies or friends. An intermediate and important obstacle to his work was the fact that many of the trade unions of the country had established rules which operated against an increase of production. These rules had been built up as protection against capitalists whose sole idea might be profits. It was necessary to sweep away these restrictions, and one of the arguments which Lloyd George used to the men was that he was not allowing employers to make fortunes out of the country's need, but was taking away all but a percentage of their new income and giving it to the Government. Even this was not sufficient in some cases to get all the workmen in the proper frame of mind. Lloyd George went down himself and addressed meetings of the men. Here is an extract from one of his speeches: "The enlisted workman cannot choose his locality of action. He cannot say, 'I am prepared to fight at Neuve Chapelle, but I won't fight at Festubert, and I am not going near the place called "Wipers."' He can't say, 'I have been in the trenches ten and a half hours, and the trade unions won't let me work more than ten hours.' He can't say, 'You have not enough men here, and I have been doing the work of two men, and my trade unions won't allow me to do more than my share.' When the house is on fire, questions of procedure and precedence and division of labor disappear. You can't say you are not liable to serve at three o'clock in the morning if the fire is proceeding. You can't choose the hour. You can't argue as to whose duty it is to carry the water-bucket and whose duty it is to put it into a crackling furnace. You must put the fire out. There is only one way to do it—that is, everything

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

must give way to duty and good fellowship, good comradeship, and determination. You must put the whole of your strength into obtaining victory for your native land and for the liberties of the world."

The British trade unions wanted but little persuading under such an appeal, and rights and privileges struggled for and won at heavy cost during half a century were cheerfully relinquished for the time being.

Happily for the United States, organized labor, through its recognized National leader, Samuel Gompers, has expressed its desire and intention to do everything it can in the defense of the country. Mr. Gompers is Chairman of the Advisory Committee on Labor of the Council of National Defense. Mr. Gompers's Committee, with the approval of the National Council, has issued a statement or proclamation urging that neither employers nor employees shall endeavor to take advantage of the country's necessity to change existing standards. This proclamation urges employers, employees, State legislatures, Governors, and all private and public associations not to modify the laws or rulings regarding hours and conditions of labor which have been made as safeguards for the health and welfare of workers, unless such suspensions or modifications have been requested by the Council of National Defense. The proclamation further urges that "such a suspension or modification when made shall continue for a specified period, and no longer than the duration of the war."

This is eminently wise. It would be wise theoretically; the experience of England shows that it is also wise practically. At the outbreak of the war, in the eagerness of Great Britain to have shells and munitions for her soldiers, factories were run for seven days a week, and the laborers endeavored for patriotic reasons to work many hours of overtime. But England has found during the war that men and women working seven days a week cannot produce either in quantity or quality such good results as they can with one rest day a week. Sunday work has therefore been cut out wherever possible and the amount of overtime has also been reduced. In other words, it is found by experience that restrictions as to hours and conditions of labor which have been established for the welfare of the workers are also necessary for the efficiency of the work.

It is to be hoped that every State government will carefully follow the urgent recommendation of the National Council of Defense. The temptation is to plunge into a "speeding up" process in labor preparedness for the war. The danger of this impulse is pointed out by a letter from the New York City Consumers' League to Governor Whitman, as follows:

> Several important organizations—both employers and employees—acting on patriotic impulse, have publicly declared that the labor laws should be abrogated. We call attention to the danger of such suggestions. The experience of Great Britain proves that this policy results disastrously in lessened output. Actual experience shows that a worker who is overtired or "stale" produces less. England, for example, learned to her cost that a weekly day of rest is absolutely essential if maximum output is to be kept up. English manufacturers found that their plants could produce more when the men worked only six days.
>
> The New York State Industrial Day of Rest Commission has granted the Curtiss Aeroplane Company exemption from the weekly day of rest law. We suggest the pressing need of limiting such permission to a stated period while the present shortage of labor is adjusted. This emergency measure must not be allowed for an indefinite period. The Industrial Commission, while retaining the power to withdraw the exemption, should keep such an establishment under constant supervision and watch the effect of seven-day labor upon the workers.
>
> Special precautions for health of women and girls have proved to be necessary. The Johnson Bill now pending in the Legislature ruthlessly discards the benefits of all the laws protecting them. *It would abolish the Fifty-four-Hour Law, the period of rest at night, and the weekly day of rest. There would be absolutely no statutory limit to hours.* It gives the Industrial Commission full authority to make any rules they see fit for various establishments or classes of establishments. Moreover, the Commission's powers would be so autocratic that (1) they are not required to give publicity on any proposed action, nor (2) to hold public hearings, nor (3) to make intensive investigations of the plants applying for exemption as to the nature of the work or the condition of the premises.
>
> We contend that such radical revision of statutes laboriously gained during the last twenty years should not be rushed through the Legislature without opportunity for full public discussion.

The proclamation of Mr. Gompers's Committee of the Council of National Defense is, for the reasons set forth, a vitally important one. If followed, it will enable the United States to avoid some of the serious mistakes and serious delays in the work of preparedness in England and France.

THE HOE AND THE BAYONET

On the campus of the University of Virginia stood a distinguished doctor of philosophy. A younger colleague in the Faculty of the University hurried up to him. "Doctor," he said, "we are planning to organize the Faculty for a military drill. Will you join us?" "There are just two reasons why I can not," was the reply; "my blood pressure and my garden."

That doctor of philosophy had no cause to be sorry for the fact that he could not join his fellow-professors and his students in preparing for the military work which was emptying the class-rooms and the athletic fields of that famous University. There are times when a hoe is almost as good an emblem of patriotism as the bayonet. Certainly in those sections of the country which have not been self-supporting in the matter of their food supply at the present time the hoe should be given place of high honor.

Recently, before a gathering in Macon, Georgia, of men vitally interested in cotton-growing, a representative of the Federal Department of Agriculture passionately urged the South, as a patriotic duty, to make itself the self-feeding territory which it was before the Civil War. Hundreds of millions of dollars are annually sent out of the Southern States for food which can and should be grown at home.

Changes in agricultural method and system are hard to bring about, but it is peculiarly the duty of every cotton farmer to do what he can this year to break away from the one-crop system which has for so long hung like a millstone around the neck of the South. In the past few years the South has made rapid progress in escaping from the clutch of the one-crop system. It should go forward this present year by leaps and bounds. The most radical changes in the direction of an increased production of foodstuffs during the present year must take place in the South, for the farms of the North, the East, and the West have more generally attained a stable equilibrium between their live stock and their food production.

Perhaps the greatest field for improvement throughout the Nation lies in the cultivation of home gardens wherever possible, following the excellent suggestions of the National Emergency Food Garden Commission, to which The Outlook has already called attention. And in this direction the North can very well turn its attention to what is being accomplished in the Southern States. Such excellent journals as the Memphis "Commercial Appeal," the Atlanta "Constitution," the Charleston "News and Courier," the "Progressive Farmer," "Farm and Immigration," the commercial clubs in many Southern cities, the canning clubs, the pig clubs, and the corn clubs, carried on under the auspices of the various State Agricultural Departments and the Federal Government, are all doing yeoman service in carrying on the fight to make the Southern States self-feeding. In Mississippi, for instance, last year bankers and business men furnished money for the purchase of some twelve hundred pure-bred pigs for the pig clubs of that State. This is but one example of what is taking place all through the South.

If it is the pressing duty of the South to do what it can to feed itself, it is equally the duty of the North to do all that it can to produce a surplus of food for shipment abroad. The deplorably short crop of winter wheat, which now stands at the lowest condition of any crop in forty years, indicates that, to make up for the loss, every effort must now be put forth by farmers to insure the planting in suitable regions of the largest possible acreage of spring wheat, corn, oats, rye, barley, flaxseed, soy beans, peas, and potatoes. Secretary Houston recently said:

> The importance to the Nation of a generously adequate food supply for the coming year cannot be overemphasized in view of the economic problems which may arise as a result of the entrance of the United States into the war. Every effort should be

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

made to produce more crops than are needed for our own requirements. Many millions of people across the seas, as well as our own people, must rely in large part upon the products of our fields and ranges. This situation will continue to exist even though hostilities should end unexpectedly soon, since European production cannot be restored immediately to its normal basis. Recognition of the fact that the world at large, as well as our own consumers, must rely more strongly on American farmers this year than ever before should encourage them to strive to the utmost to meet these urgent needs.

No farmer who follows to the best of his ability such advice as this need feel that he is shirking his duty to his country even if it does not fall to his lot to follow the flag to Flanders.

LENROOT AND LA FOLLETTE: A CONTRAST

SPECIAL CORRESPONDENCE OF THE OUTLOOK

AN analysis of the votes of Wisconsin Senators and Representatives in Congress on the resolution declaring a state of war reveals a lack of National vision, and in its place a subservience to local racial and sentimental pressure that was not equaled by any other State of the Union either in numbers or ratio. Ten of the thirteen men sent by Wisconsin to Congress voted against the resolution—one Senator and nine Congressmen. And of the conspicuous ones in the entire Congress, in speeches and in work against the wishes of the President and the people at large, Senator La Follette and Congressman Cooper, of Wisconsin, were the most conspicuous.

The pressure from Wisconsin, it truly and unfortunately appears, was determined and emphatic against a declaration of war. Its Scandinavian as well as its German population, both led particularly by the Lutheran Church, manifested almost equal opposition on the grounds either of peace at any price or opposition to interference with the policy of the German Empire. Not all Wisconsin—not all its so-called German population—was against the resolution, but a very large and active body of the population was, and it exerted unusual pressure upon its representatives in Congress to oppose the popular will.

In the House the vote of Congressman Irvine L. Lenroot, from a Wisconsin district composed largely of Scandinavians and Germans, was especially significant and praiseworthy, for it was an affirmative vote. Mr. Lenroot, like his colleagues, was fairly bombarded with telegrams and letters urging and demanding that he vote in accord with what was claimed to be the anti-war sentiment of Wisconsin. But Mr. Lenroot differed from his colleagues in vision and in his estimate of his duty as a member of the National Congress. He voted, not as a private secretary of a district of Wisconsin, but as an independent member of the greatest Legislature in the United States. It was a brave vote, and yet, aside from the emotion that affected every serious member of Congress, not a hard vote for Mr. Lenroot to cast. And he is finding no hesitancy or difficulty in standing by his vote and telling his constituents that some day they will greatly regret having asked him to unite with others in placing the Badger State in a column by itself, almost as much outside the National group of States as if it were a German province or a self-constituted peace-at-any-price duchy. By his action Mr. Lenroot, absolutely uninfluenced by political considerations, did his State a greater service than it now knows, but which some day it will realize. His action also will undoubtedly add to his future usefulness and influence as a National character. Previously recognized by many as the dean in ability and influence of the entire Wisconsin delegation, Mr. Lenroot has by his patriotic vote now firmly established himself as such in the estimate of the country at large, if not yet by his own State.

It is of significance to recall that originally Mr. Lenroot was a close worker in his State with Mr. La Follette. Recent events have made it clear that he is as far removed from that erratic and demagogic influence as the east is from the west. Mr. Lenroot would make a much-to-be-desired successor to Mr. La Follette in the Senate, where he could and would do wonders to restore Wisconsin to the place where it belongs, and where sooner or later its own people will proudly admit it belongs—in the column for the Government rather than in the one apparently against it. It should be mentioned also that with Mr. Lenroot, from Wisconsin, there stood strongly for the National will the Hon. Paul O. Husting, the Democratic colleague of Mr. La Follette in the Senate, and Mr. Classon, a newly elected Republican member of the House.

Washington, D. C., April 10. * * *

RUSSIA'S FUTURE

THE BASIS OF HOPE FOR HER PERMANENT DEMOCRATIC DEVELOPMENT

SPECIAL CORRESPONDENCE OF THE OUTLOOK

At a recent luncheon in New York given at the Biltmore Hotel by the American-Russian Chamber of Commerce in celebration of the new Russian freedom a striking speech was made by Mr. A. J. Sack on the promise of Russia's future. Mr. Sack is a distinguished Russian journalist, and has devoted himself especially to writing on economic subjects. He is now established in New York as the representative of the Petrograd Telegraph Agency, which fulfills a function in Russia similar to that of our Associated Press. He is also staff correspondent for the official publications of the Russian Ministry of Finance. We have asked him to give our readers the interesting and illuminating explanation which he gave in his Biltmore speech of the reasons why the American democracy should confidently associate itself with the new Russian democracy.—THE EDITORS.

THE development of Russian economic life during the ten years between the Russo-Japanese and the present war has been very remarkable even under the most adverse circumstances. It must be remembered that these ten years were the years of darkest reaction in Russia, probably the most pitiful, the most unfortunate years in Russian national history. Nevertheless, during these ten years the national wealth of Russia had almost doubled.

Before the Russo-Japanese War, in 1901, Russia produced 16,750,000 tons of coal. Ten years later, in 1911, Russia yielded 31,116,667 tons of coal, about eighty-six per cent more than in 1901. Just before the present war Russia was producing more than 40,000,000 tons annually.

The amount of copper smelted in Russia in 1901 was only 9,633 tons. In 1911 this amount had increased to 26,060 tons. Just prior to the war it totaled about 40,000 tons. The progress in copper production is analogous with the development in all the metallic industries in Russia. The quantity of pig iron produced was almost doubled during the last three years, reaching an amount more than 5,000,000 tons just before the war.

Agricultural production in Russia developed along the same lines. In 1901 an area of 214,500,000 acres was sowed in main agricultural products, whereas in 1910–11 the number of acres planted was 246,000,000. The yield in 1901 was 54,167,000 tons, and in 1910–11 it amounted to 74,168,000 tons.

Naturally, with the development of Russian industries Russian trade developed also. The number of Russian commercial houses increased from 862,000 in 1901 to 1,177,000 in 1911.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Just preceding the war the number of commercial houses amounted to about 1,500,000.

The joint stock company is a very important feature of Russian industrial development. Many Russian manufacturing establishments are organized in the form of joint stock companies. During the five years 1903–7, 419 joint stock companies began operating in Russia, with a capital of $180,540,000. During the following five years, 1907–11, 778 joint stock companies were in action, with a capital of $453,900,000. Just prior to the war, in 1913, 235 new joint stock companies were organized, with a capital of about $204,000,000. The capital of the joint stock companies has increased about half a billion dollars since 1911, reaching a total of $2,022,150,000 before the war. Of this $299,370,000 was foreign capital.

Simultaneously with the wonderful economic and trade development in Russia there developed also the finance of the vast country. The money in Russian banks and in circulation multiplied from $918,000,000 to $1,938,000,000 during the last ten years, an increase of about one hundred and eleven per cent. The amount of securities in circulation grew from $4,233,000,000 to $6,783,000,000, an increase of about sixty per cent. The deposits in the Russian State Bank, Societies for Mutual Credit, share banks and city banks on January 1, 1913, amounted to $1,669,230,000—about one billion dollars more than on January 1, 1903. The deposits in the Russian savings banks multiplied from $399,840,000 in 1903 to $812,940,000 in 1913. During the ten years between the Russo-Japanese War and the present war Russia's wealth had doubled.

The giant whose name is Russia has been developing remarkably in spite of the chains holding him down. You can imagine how great will be his development now that the chains are torn off and the most powerful factor of efficiency, the sacred principles of democracy, are established.

Our new Cabinet, our new Government, is the flower of our country. The existence of local, self-governing bodies for a period of more than fifty years and the existence of the Duma during the past ten years have enabled our country to produce, among the elements opposing the old régime, real statesmen—men of sound education, broad-minded, with deep and noble souls, great workers for a great Russia. No country, even with hundreds of years of parliamentary régime, could create more able statesmen than Prince George Lvoff, Professor Paul Milyukov, A. I. Shingáref, A. I. Guchkoff, A. A. Manuilloff, and others of the new Cabinet.

These are the leaders of the new Russia. Russia, effervescing with enthusiasm, breathing creative energy, looking forward as a boy of nineteen, joyous, healthy, with a bright future ahead. Watch this Russia growing. Watch Russia developing her immense natural resources. Watch Russia repeating the wonderful industrial development of the United States since the Civil War.

Four elements combined made possible the development of the United States. The first element was its youth, energetic and eager for work. The second was the natural resources of the country. The third, the sacred principles of democracy, which recognize for everybody a certain amount of right and give everybody his chance. The fourth was the foreign capital which flowed into the United States after the Civil War, and, with the work of the free democracy, made possible the development of its natural resources.

Two of these elements we Russians have always possessed. I take the liberty to say that we always possessed a wonderfully talented people; a people with great latent power; a people which, under the strain of the most unfortunate national history, produced a wonderful culture; a people which, under the strain of the most barbarous despotism trying to kill every bit of spirit in Russia, gave to the world during the nineteenth century alone such writers and poets as Pushkin, Gogol, Turgenev, Tolstoy, and Dostoievsky; such musicians as Glinka, Mussorgsky, Tchaikowsky, Rimsky-Korsakoff, and Scriabin; such scientists as Mendeleyev, Lebedeff, Timiraseff, and Metchnikoff; such philosophers as Vladimir Solovieff and Prince Sergius Troubetzkoy.

On the other hand, we possess almost endless and priceless natural resources. Well-informed Americans know what promise there is in our Caucasus, Turkestan, and Siberia, not to mention other parts of vast Russia. We desire to work, we have ground to work, and we are going to work for our country.

These two elements, a capable people and immensely rich natural resources, we have long possessed. Only recently there has been born the third element necessary for the proper development of every country. Like a burst of sunshine after a terrible storm came the news of Russian freedom. Russia is free, as all the countries of Europe will be free after this terrible struggle.

All we now need is the fourth element, foreign capital, which, together with the work of the free Russian democracy, will help us to develop the immense natural resources of our country. In this time, in this trying time in our national history, our eyes are turning to the United States, to our old friend, to the greatest and wisest democracy in the world, which certainly will not refuse to help and to work together with the new-born democracy of Russia. European capital developed your country. During the war, from a nation debtor you have become a nation creditor. With the immense concentration of capital in your country you have a noble opportunity to play in our industrial development the same most important rôle which foreign capital has played in your own industrial development since the Civil War.

Will Americans lose this opportunity? We believe they will not. We believe that the glorious Russian revolution has removed the last barriers in the way of the American-Russian economic *rapprochement* and strengthened forever the bonds of friendship between the great Republic of the United States and the new-born Democracy of Russia.

A. J. Sack.

New York, April 3.

SHALL WEST POINT BE REORGANIZED?

An editorial published in a recent issue calling attention to General Sanger's proposal for the reconstruction of West Point has apparently aroused some interest among our readers. By taking the so-called cultural studies out of the course and giving them to the preparatory schools and colleges and making West Point purely a technical military school General Sanger would reduce the term necessary to educate and graduate a young officer from four years to two years. The Outlook raised the question whether this might not remove from West Point some of its best influences and tendencies. Of the letters we have received we select two for publication, one supporting General Sanger's plan and one opposing it. The author of the first letter is a son of the late Mark Hopkins, President of Williams College, is a graduate of that institution, and was colonel of the Thirty-seventh Massachusetts Volunteers during the Civil War. He has been a member of the Board of Visitors of West Point, and now resides in Washington. The author of the second letter, a graduate of West Point, is a retired major of the United States Army and is now commandant of one of the largest and best-known military schools of the country.

I—FROM A SUPPORTER OF GENERAL SANGER'S PLAN

To the Editor of The Outlook:

I have read your comments on General Sanger's contribution to the "Journal of the Military Service Institution" on the Military Academy at West Point, and consider them of sufficient professional value to merit further notice.

General Sanger, whose query has directed attention to the Academy, has had long and varied experience in the army: During the Civil War and for more than twenty years thereafter, as an artillery officer; in front of Petersburg, Virginia, he held with his guns for two weeks the most advanced and exposed artillery position on the entire front, for which he could have had a medal of honor had he asked for it; after the war

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

he was credited by General Schofield with being the author of the present system of range and position finding for coast and harbor defense; as aide-de-camp and military secretary to the late General Schofield; as the companion of General Upton during his official inspection of the armies of Japan, China, India, Persia, Turkey, Russia, Austria, Germany, France, Italy, and England, and his collaborator in the preparation of "Upton's Military Policy of the United States," the most valuable military book ever published in this country, of which he was subsequently the editor; as brigade and division commander during the Spanish-American War; as director of the censuses of Cuba, Porto Rico, and the Philippines, the reports of which are now standard books of reference. Many other important duties have devolved on him, but space does not permit even a reference to them.

In the suggestions made by General Sanger I fail to see wherein "they are educational rather than military," as hinted in The Outlook, nor do I find anything likely to affect injuriously the traditions and influence of the Academy. They can be adequately inculcated in a two years' course. The proposition to make it a National Military School, to raise the standard of admission, to shorten the time at the Academy to two years, throwing it open to the young men of the entire country, without respect to political, social, or personal influence, and establishing a more thorough and extended course of military instruction than cadets are now receiving, would be, if approved, of distinct military advantage to the country, whatever the effects might be on the traditions and spiritual influence of West Point. In fact, General Sanger's suggestions seem to me practical, sensible, and timely, coming as they do on the verge of the large increase in the number of second lieutenants to be appointed in the army now and hereafter. To continue using the Military Academy for the scientific training of engineers and ordnance officers, when army schools provide ample facilities for that purpose and the country abounds in men who, with Government backing, could do all the construction work devolving on them with honesty, thoroughness, and skill, is without excuse and an encroachment on the legitimate objects of the school.

But it is hardly to be expected that the Academic Board will yield to such suggestions even at the present time of great necessity, as this body would appear to be more interested in maintaining the traditional reputation of the Academy as a scientific school than in supplying second lieutenants to the army. In the opinion of the writer, the first and second classes should be graduated in June, the third and fourth classes at the end of the second year, and the changes suggested by General Sanger should be considered immediately.

The Outlook refers to Generals Grant, Lee, and Goethals as illustrations and shining examples of the spiritual and material benefits of the Academy as now administered. From personalities of all kinds General Sanger's suggestions are happily and singularly free, but, even so, it is only fair to remark that it is a long road from Bull Run to Appomattox, and that not all the professional generals who made the journey were of the same quality as Grant and Lee, and reflected in their military performances greater familiarity with the academic than the tactical instruction given at the Academy. This General Sanger's suggestions are meant to obviate in future, and are certainly worth trying. ARCHIBALD HOPKINS.

Washington, D. C., March 30.

II—FROM A CRITIC OF GENERAL SANGER'S PLAN

On page 501 of The Outlook for March 21 I have just read an interesting editorial, "Shall West Point be Reorganized?" The Outlook's remarks are both interesting and instructive, and are peculiarly satisfying to a graduate.

I disagree with General Sanger. In my opinion, West Point has been of too much value to the Nation to change its work and policies without serious consideration, and even then such changes should be made with care and deliberation.

I am afraid that General Sanger's criticism of West Point is not founded on an intimate knowledge of the school or of its basic aims and object. He is a non-graduate. It is always so easy for a West Pointer to tell how Yale, Harvard, and Princeton should be reformed, and *vice versa*. West Point is a college wherein embryo army officers receive the instruction necessary, not only for their professional work as officers, but for their association with educated men of the world with whom they must come in contact. I am afraid that General Sanger's idea of West Point is that of only too many men who are conducting military academies throughout the United States. They look upon a military academy as a military post—as a place where the primary object is the training of young soldiers, instead of as a genuine school wherein youth should be given a broad and liberal education, the equal of the best in the land, and wherein the military instruction is a mere incident of the daily life they live, and where the discipline is a result of this daily life.

We have service schools wherein the young officer takes up his *technical* education after he finishes his academic education at West Point. I believe it will be a sad mistake if the policy is ever adopted of reducing West Point's academic work and confining the instruction to technical subjects.

There is no question but that the United States is sorely in need of an institution or institutions for the training of reserve officers for its army and navy in time of sudden need, as well as for the proper training of young men for the regular service even in time of peace. West Point has never been able to, and cannot now, train more than about fifty per cent of the young men who are required to fill the yearly requirement of officers for the regular army.

In my opinion, there is a vast field of work for a great civil military academy run on the rigid disciplinary lines of West Point, in which a graduating class of two thousand young men could be turned out each year. After graduation these young men would take up the ordinary business pursuits of life, the same as the graduates of any other civil institution, except those who wished to take the competitive examinations for admission to the regular army after the West Point class is provided for. The difference between the graduates of this institution and those of Cornell, Harvard, or Yale would be practically the same as the difference between the graduates of West Point and Cornell, Harvard, or Yale to-day. They would be thoroughly *disciplined* and trained for the duties of a second lieutenant, which cannot be said of the graduates of any civil institution.

The recent bill for the establishment of the Reserve Officers' Training Corps at various institutions throughout the United States is but the shallowest sort of a makeshift. The idea that any young man, no matter how patriotic or enthusiastic, can obtain a military education and training at college by putting on a uniform for one hour, three afternoons a week, is ridiculous. Such a young man is, of course, of more value to his Government than the clerk or boy from the farm, but four years of such work at a civil college gives him only a smattering of what he ought to have before jumping into the command, training, and responsibility for the lives of fifty or a hundred men.

When a young man graduates from West Point, he is fairly well prepared to take command of a troop or company. The company organization that has a brand-new youngster, just out of the Point, for its commanding officer when it goes into active service is in luck. The army is full of splendid officers who came to the service from civil life, but who were correspondingly worthless when they first entered. Training takes time; any army officer, whether from the ranks, civil life, or West Point, will tell you of the fear and trepidation with which he reads of the assignment to his command of a brand-new officer from the civil list. It means a year of hard work in instructing and training this new youngster in his simplest duties. This same officer will tell you of the satisfaction with which he reads of the assignment of a young graduate. Both are plain, every-day American boys—one is trained to the duties which he has to undertake, the other has to learn how to perform his work after being assigned to duty.

It seems to me that one of the greatest opportunities in America to-day is for a self-constituted body of prominent men to get together, form a really practical plan for such an institution as I have suggested above, and then go to the numerous millionaires of the Nation and raise an endowment fund of two hundred millions for the purpose of organizing, building, and running such a great National institution. MILTON F. DAVIS.

Cornwall-on-Hudson, New York, March 23.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

MOBILIZING THE MERCHANT MARINE

SPECIAL CORRESPONDENCE OF THE OUTLOOK

LAST August Congress awoke to the country's lack of seafaring reservists and established the United States Naval Reserve Force, made up of six classes, of which Class Three is composed of officers and men employed on "American vessels of the merchant marine of suitable type for use as naval auxiliaries and which shall have been listed as such by the Navy Department for use in war."

This meant that the navy, having marked "For use in war" certain liners, coastwise ships, and cargo boats, wanted to take them over with their crews and officers intact. To do so it offered enrollment in the Naval Auxiliary Reserve (Class Three of the Reserve Force) with rank or ratings corresponding to those held in the merchant marine. The highest obtainable rank in the Reserve is lieutenant-commander, which goes to captains in the merchant service. Chief engineers rank as full lieutenants, lower officers enroll as junior lieutenants or ensigns, and so on down through petty or non-commissioned officers to the A. B., or able seaman.

In time of peace, enrollment in the Auxiliary Reserve secures an annual retainer or bonus equal to one month's navy pay for officers and two for sailors, payable quarterly. Every re-enrollment carries an increase of twenty-five per cent. Terms of enlistment are for four years, with the privilege of withdrawal at any time if the country is at peace. Twenty years' service assures a cash gratuity equal and in addition to the sum of four previous annual payments.

To put it simply, let us suppose that a Southern Pacific steamship plying between New York and New Orleans is listed as an auxiliary vessel for the navy. The Government wants that ship as a unit, officers and men, and suggests to its skipper that he enroll in the Auxiliary Reserve as a lieutenant commander, navy base pay of $250 a month, yielding an annual retainer from the Government while the captain remains in the merchant service of $250. At the end of four years, if he is still on an auxiliary vessel, likes Uncle Sam's arrangements, and wants to re-enroll, he receives an additional twenty-five per cent of his annual retainer, or $62.50, which would make his peace premium total annually $312.50. Every four years his pay increases twenty-five per cent, so that after sixteen years he would receive an annual retainer from the Government of $500. On the completion of twenty years' service, if he wants to retire, the Government in Washington will send him a check for the total sum which he has already been paid during the past four years, or $2,000, as a cash gratuity in lieu of a pension.

The ship's chief engineer would be ranked as full lieutenant, and an assistant enrolling as chief machinist's mate (the leading petty officer in the engine-room) would receive during his first four years in the Reserve $140 a year. During his second enrollment, assuming that he was not promoted, he would draw $175, and so on. In the forecastle all able seamen would receive an annual retainer of $48, or four dollars a month, paid by check every three months. A first-class fireman would draw $70 annually, or a sum equal to two months' pay for such men when regularly enlisted in the United States navy.

When called into active service by the outbreak of war, all officers and men receive full pay according to their navy rank *in addition* to their retainer or peace bonus, together with a uniform allowance of $150 for officers and $60 for men. They are then eligible for pensions, bounties, and gratuities the same as men of the regular service.

There is one provision which makes the new Act popular in peaceful days: interruptions of daily routine with calls for practice cruises will not occur. "We won't have to hire somebody to take our places while we go off on little boats and are taught things we know already," said one old salt, as he stowed away his certificate that he had passed the Reserve medical and mental examinations.

"It is goot for eferybody," chimed in another, born long ago in Sweden and thirty years an American citizen. "Goot for the Government because now it gets officers who know their ship; goot for the company because they know their vessel will be cared for right; and goot for us because we do not go unless our ship goes, and then we stay in the berths we haf alretty."

Captain Neptune is skipper of a coastwise liner, and a character. He is of Maine Yankee stock, but if asked where he was born, he'll admit he doesn't know. Somewhere off the coast of Formosa, he believes, for he was one of four children his gallant mother bore at sea when voyaging with her husband round the globe.

"I was nine years old before I went ashore to live," says the captain, "and the first thing I did made them all laugh at me. I ran upstairs calling, 'Come quick, the cow's adrift. She's moored on the hillside and dragging her anchor.' They never got over poking fun at me about that cow."

As a little boy the captain remembers the ship surrounded by cannibals and his father and the crew beating them off by heaving things over the side into dugouts and canoes. Although a skipper's son himself, he shipped before the mast and rose by grit and hard knocks from A.B. to petty officer, and from mate to captain. He saw the sailing ships give way to steam. And now, with the great war facing him, the captain is torn like a twisted bowline. For the stanch old sea-dog is pacifist by conviction and fighter by nature. "War's not the way to settle things; the whole world's gone crazy," he says, firmly; and the next minute repeats a conversation with his wife when she expressed herself against his taking part in hostilities: "Sorry, my girl; you have your way in everything else, but this time your word don't go. If there's a fight, I'm going in."

When his ship came into New York, the captain saw her safely docked, made his report to the office, and set out for Pier A on the Battery to seek the junior lieutenant whose business it is to enroll the Auxiliary Reserve. The skipper had sailed his own ship when the junior lieutenant was navigating the nursery, but he stood a bit in awe of the young man who represented Uncle Sam as examining board for the Reserve Force. He needn't have been troubled, for he passed the doctor's inspection easily and could rattle off such simple facts as that the President is Commander-in-Chief of the Army and Navy, and the titles of officers from ensign through all grades to admiral. "Lieutenant-commander is your rating now," he was told, and he set off grimly to face his wife and break the news.

The men of the marine find fault with the Reserve regulations on the ground that they are not sufficiently elastic. They claim that it is a mistake to enroll only officers and men on auxiliary vessels; that all eligibles in the merchant service should be accepted, since in many lines it is the custom to transfer officers from one ship to another, with the result that a vessel listed for war duty might have seventy-five per cent of its personnel enrolled in the Reserve, only to find that three months later these are scattered on other ships, and their places filled with men from unlisted ships to whom enrollment had already been refused.

"The men of the Huron went down to enroll," said the officer of a Clyde Line vessel, "and they wouldn't take them because she isn't an auxiliary. Now that's a pity. They'd better take every man Jack of us while they're about it. They'll need us all before they get through licking Germany."

There's another obstacle to bringing the Auxiliary Service up to its full complement; the reserve is only for American citizens, and there are few in the forecastle in these days. The proportion of men to officers already enrolled might not get past a censor, but it's an open secret that while the navy can have all the officers in the marine, not one sailorman in twenty would be eligible. Many jack-tars would be glad to take out naturalization papers, but a roving life makes it almost impossible.

MARY DEWHURST.

New York City.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ARE THE GERMANS LIKED IN TURKEY?

SPECIAL CORRESPONDENCE OF THE OUTLOOK

THE editors of certain German newspapers would have their readers believe that their compatriots within the Ottoman Empire are fraternizing with the natives on the ost of terms. Take, for instance, the "Osmanischer Lloyd," ie Teutonic organ published in Constantinople. In its columns hrases like the following are constantly recurring: "Our brave omrades in arms," "Our Turkish brethren," and "United ith this noble race for the furtherance of a common ideal.")ne might conclude from words like these that between the ermans and the Turks all is harmony.

My own observations, however, lead me to a different conlusion. During my residence of three and a half years in Turey the opportunity has come to me to visit most of her big ities, to get into intimate relationship with her people, and at he same time to make numerous acquaintances among the Gerans within her borders. Since the outbreak of the war I have isited one of the Kaiser's U-boats in the Mediterranean, have pent several months in a hospital with German soldiers, and ave made a ten days' land journey over the Bagdad Railay route from Syria to Constantinople. Numerous instances f the incompatibility of the German and the Turkish natures ome to my mind now, but space does not permit me to cite hem all. The following incidents, all of which happened within even hours, ought to be a good index to the real state of ffairs. They occurred one day in November during the course f my journey across the Taurus Mountains from Tarsus to Bozanti, Asia Minor.

The German military automobile was scheduled to leave St. 'aul's Gate, Tarsus, at seven in the morning. Long before hat time a number of prospective travelers had gathered about, agerly waiting for the chauffeurs to open the canvas door. A erman mechanic, clad in regulation "field gray," was hurriedly attending to some slight repairs when a young man, mpatient for a seat, rushed up and began pressing his claims. Shut up!" yelled the mechanic. Like a true Oriental, the ellow continued talking. Without further provocation, the erman rose from his work and, letting loose a string of conemnatory expletives, struck him a terrible blow in the face.

After the canvas flap had been unloosed we all, twenty-five f us, piled inside. There was no vestige of order about it. Bags, boxes, a veiled woman, captains, private soldiers, swords, egetables, and water-bottles—all made up one great jumble. erman efficiency was conspicuously absent in this procedure. But the passengers, one by one, got themselves into positions of reater comfort. Then the inspectors looked us over. There was ne person too many! Who would have to stay behind? The low fell upon a meek-looking, elderly civilian. "Is the Effendi our father?" one of the Germans said to me. I disclaimed elationship. "Then he must get out!" he continued. "But I've et important business at ——, and there's no other way of oing," came the reply. Neither quite understood the other; either wanted to yield. In the attitude of the Turk one could bserve a determination to override imposition; in that of the German there were evidences of a nature which, once the law s stated, brooks no opposition. The Turk stood his ground until, finally, his opponent lost all self-control. Furious at the idea of further delay, he rushed up behind the old man and, in the same fashion as one might remove a calf from a cabbage patch, pushed him out into the road. If it be remembered that the Mohammedan is a respecter of old age almost to the point of adulation, the reader may well fancy the effect of this scene upon the minds of the haughty Turks.

About five miles from Tarsus, at the camp of Kulek Bogaz, the automobile came to its first halt. A smartly dressed Prussian officer came out of staff headquarters and ordered the chauffeur to make place for eight baskets of vegetables which he wanted to send to a friend along the way. He was informed that the truck was already taxed to its capacity. "In that case," said the officer in stentorian tones, "two of these men must get out. Here, you fellows," he shouted, pointing to two orderlies, "get out!" His words were not comprehended, but his gestures meant business. "My good sir," interrupted the Turkish captain of cavalry beside me, "we cannot part with these men. They are accompanying us to Constantinople as our aides." Then followed a rapid fire of words in French, German, Turkish, and Arabic. In the Near East two men's quarrel is everybody's quarrel. The German officer had probably never before met with such opposition. He could endure no further parleying. Scarlet with rage, he jumped up on the running-board, and with a terrible "*Heraus!*" threatened to hurl them to the ground. They obeyed. In the vacated section of the truck there were then placed five baskets of eggplant, two of squash, and one of lettuce—and we continued on our journey.

The next circumstance centered around a veiled woman. Be it said for the Turk that in public he treats women with respect. I have seen Moslem women stand up for their rights as European women would never dare to for fear of arrest. At the half-way station the collector came for our fares. First he got the fee of a lira Osmanli ($4.44) from me, and then he addressed the woman. She refused to pay. Not comprehending a word of her objection, the collector became more insistent. Again the company interested themselves in the situation. From their menacing looks one could tell that they would not let their female fellow-traveler be the loser. Again a heated polyglot conversation took place, but it brought no results. At last the captain of cavalry, disgusted with the trend of affairs, addressed me in a mixture of French and Arabic. "Translate," he said, "and write the following words in German." The request complied with, he handed my paper to the collector. Upon it, in German, were these words: "This woman is a widow. She has lost her only son in the war." The woman gained her point.

That the next occurrence did not end in the actual shedding of blood now seems to me little short of a miracle. We had come to a small encampment three miles south of Bozanti, when we were hailed by a Turkish captain of infantry. When the car had come to a stop, he climbed up and took a front seat. "You can't remain here; it's against the rules," came from the chauffeur. The fact of the matter was that one of his comrades had been with him there for most of the journey. The officer looked through a glass in the partition separating the front seat from the rest of the car. There was no room inside. Again he tried the vacant place, this time claiming his rights as a commissioned officer in the army of the Sultan. "Who's running this car, you or I?" was the reply he got. "You can't ride here; that's all there is to it!" But the Turk was not alone. Inside the car were a score of his fellow-officers, already exasperated at the indignities heaped upon their number by the Germans. They would have no more of it. "Allah ruin his home!" and "Allah curse his religion!" came from their lips, as a number of them made a wild rush to get at their now certain enemy. But luck was with the German in the form of the partition behind him. Before his would-be assailants could alight and run around to the front he had touched the lever and we were off like a bullet. In fifteen minutes more we were in the German Bagdad Railway town of Bozanti. The Turks had been humbled. The Germans were safe.

These incidents, it seems to me, need little comment. They were not extraordinary or strikingly sensational; simply such as occur day after day in Turkey. As I was awaiting police inspection at Bozanti one of the Germans, referring to the events of the trip, said to me, "There you see what these people are; nothing but barbarians. How can we ever hope to be united with a race like this?" His statement is representative of the true feelings of the Germans. They seem to have no capacity whatever for seeing things from any view-point other than their own. The Turks, on the other hand, while respecting the ability of their Teutonic allies, and even realizing to a certain extent their own inferiority, are not willing to be bullied into conformity to a German system of life and conduct. Then pride clashes with pride. The result is wrangling and strife. The Germans, because of their influential position in military circles, generally get the upper hand. But deep down in the hearts of their "comrades in arms" there rankles a feeling of resentment which is fast growing into hatred.

EDGAR F. ROMIG.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE LEGS OF AN ARMY

BY WALDO ADLER

This article on the function and work of American railways in war-time is not less valuable in its bearing on the present war situation through suggestion and information, because its specific application is to a supposed invasion of our country.—THE EDITORS.

IF ever a powerful invader thunders at our door with heavy guns, he will have to reckon first with an army in the United States that wears no uniform. In this army there are now more than two million soldiers who have been highly trained and who are used to rigid discipline. They have been on active service longer than any of the veteran armies now fighting in Europe.

These two million troops whom the Nation will call upon in case of attack for service are the mobilized railway men of the United States.

In time of war shells will not be the only load that must have a clear track across the country, that will demand rapid switching in the crowded yards and prompt unloading at the platforms. Millions of bushels of wheat must be carried daily to the elevators or mill sidings. The people scattered in thousands of towns and cities will be dependent then upon railway men's discipline and organization to give them their daily flour and meat, their coal and power from coal.

The factories and furnaces and foundries and mills would have to close unless those two million railway men pull together so well as to supply them with their daily needs. Take the munition works as an illustration. To the doors of every shell factory the men on the railways must bring a steady stream of bales of cotton—an entire bale of cotton is required for every shell. They must bring tin and lead all the way from the mines out in Missouri, Montana, and Kansas. Copper must be transported clear from Michigan or Arizona or Colorado. If the deliveries are delayed, the supply to the armies in the field will be irregular and defense will become feeble. In fact, proper railway service underlies every one of the many industries by which one hundred million civilians will be furnished work and money during war time. Upon the men of the rail arm of defense also rests in war the responsibility of keeping up communication and united action by means of the mails and the passenger trains.

Some idea of just what the United States railways may be asked to do is to be had from a statement of an officer of the War Department made in February, 1916. This statement tabulated in great detail the transportation requirements of a single unit of the United States army. The unit now is *the field army* (about eighty-two thousand men).

This, the highest unit of the army, is made up of three divisions of infantry, one division of cavalry, and one brigade of field army troops. The infantry divisions each include three brigades of infantry, one brigade of field artillery, one regiment of cavalry, one battalion of engineers, a battalion of signal corps troops, and the wagon trains. The cavalry division includes three brigades of cavalry, one regiment of mounted artillery, one battalion of engineers, one battalion of signal corps troops, and the trains. The field army troops are troops which are attached to a field army as auxiliary forces for some special purpose, as building narrow-gauge railway, guarding supplies, etc. These troops are, whenever possible, brigaded.

But to the railways the makeup of our military unit is of no moment. For them the chief point, on which they must base all their arrangements, is, How many units will they be asked to move and keep supplied? The heads of the army state that to defend a nation of our geographical extent an army of three million men is the minimum. But, in order to pose not too difficult nor too distant a problem, only half of that minimum, twenty instead of forty units, in exact figures 1,640,000 men, will be assumed to compose the United States army. It will also be assumed that mobilization is prompt and even.

If this twentieth-century army were able to move like so many vacationists, each man carrying all his necessaries in a pack on his back, the job of moving sixteen hundred thousand men would still be one for genius. In order to get the army to the attacked or endangered border before the enemy can destroy important bridges and tunnels, rapidity of concentration by the railways is vital and essential. In June, 1916, the War Department required of the railways a maintained speed of twenty-five miles per hour for troop trains from Eastern and Western distar points straight through to El Paso. This is twice the speed r quirement of Germany, of France, or of Russia.

Army regulations require that all enlisted men be transporte in tourist sleepers. Reality, however, requires that the fact b faced that there are enough of such cars in the United Stat to move just 30,000 men. In modern war the commands mov in stock, box, gondola cars, the floors of which when covere with hay are the height of luxury as compared with what ou grandfathers endured in the Civil War when they marche over miserable roads, in all weathers, often for days with littl or no food. But a twentieth-century army does not and canne travel light, after the fashion of fishermen or mountain-climber Artillery without their guns, cavalry and signal troops witho their mounts, infantry without their trains, would be practicall all immobile troops. The enemy, by the aid of air and cavalr reconnaissance, would soon be in a position to shell and prob bly annihilate them. An army of the numbers we have assume cannot move towards the theater of war without 700,000 mouni and draught animals, 60,000 vehicles, and 3,360 guns. (Th figures are the War Department's figures for a single fiel army multiplied by twenty. So far as guns are concerned, ther is good ground for believing that this War Department est mate is far below the modern requirements of an army.) T insure the rapid movement of so great a number of troop animals, and of three times the War Department's estimate o guns, less than twenty per cent of the freight cars owned b United States railways will be needed. On the other hand, th miles of standing room on the tracks in yards and on siding that will be required, the amount of space on the platforms a loading points and at railhead, and the total hours of locomotiv service for the handling of the three-quarter million animals an the heavy, cumbersome vehicles and guns, will be large.

When the concentration of troops and their animals and gun is completed, the essential difficulty of military transport wil still be untouched. The concentration, difficult as it is, will b no more than a finger exercise for the rail arm in case the Unite States is invaded. The great task is to move the daily need o food and fuel to the cities where the civilians are at work an to keep the factories supplied with material continuously whil at the same time maintaining a constant train movement o shells, arms, rations, ordnance, rails, trucks, and the supplie for the signal corps, sanitary corps, and corps of engineer to the armies in the field.

The needs of an army in war can hardly be stated with an degree of certainty in advance. The losses by fire and by cap ture which commands suffer, the nature of the country ove which the army is operating, and other circumstances of th moment make it impossible to foretell its supply requirements Only this is certain, that military necessity and thrift have eve been strangers, and that actual needs have ever and alway exceeded provisions made in time of peace.

However, the War Department's 1916 estimate states i detail and down to the last pound the exact weights of all classes of supplies for a field army which it will require the rail arm to move. When these figures are multiplied by twenty, one has before one a panorama of the needs of a modern army.

WAR DEPARTMENT ESTIMATE OF GROSS WEIGHTS OF SUPPLIES REQUIRED FOR ONE FIELD ARMY FOR THIRTY DAYS, MULTIPLIED BY TWENTY TO SHOW THE REQUIREMENTS OF AN ARMY OF TWENTY UNITS (OVER 1,600,000 MEN)

Rations	250,630,460
Ammunition	7,046,160
Forage	623,146,600
General quartermasters' supplies	33,794,440
Clothing and equipage	22,680,340
Ordnance supplies other than ammunition	1,622,740
Engineers' supplies	12,208,320
Signal supply	9,043,200
Medical supplies	597,160
Candy and tobacco	319,680
Grand total	961,089,100

The reader, who knows at least in general terms the lessons of the European war, will, in considering the high figures for

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

forage and very low figures for ammunition, etc., be obliged to doubt seriously whether recent modifications of military science enter into these calculations. Nevertheless, understatement of the problem being our aim, by the use of the War Department figures of last year a clear understanding of the nature, if not of the complete extent, of the problem the rail arm must solve may be won.

To move a billion pounds each month calls for fifty-five trains each day. This estimate is on a basis of thirty cars only to the train, and also allows for grades of the severest sort, such as are found in the Rocky Mountains, and for the probability that cars will often not be loaded to capacity. One naturally wonders why it is thought worth while to discuss the handling of fifty-five trains daily beyond the usual rail load. As many as fifty-five trains arrive at or depart from the Pennsylvania Station in New York or the Union Station in Chicago every two hours. But this view fails to take into account the fact that rapid movement of trains over the long open stretches of forests and streams, prairies and deserts, is a matter primarily of discipline among train-despatchers, crews, and signalmen. On the other hand, the unloading of the trains after delivery to the railhead (the last station behind the front) is directly up to the commanding officers of the army. They, and not the railway men, are responsible for the prompt unloading of the boxes and barrels, car-loads of explosives, and the heavy guns which the army needs and the railways have delivered to the army. But that is a degree of co-operation apparently beyond our people. There never were any worse offenders against the effective value of the rail arm in war than the officers of the United States army in both the Civil War and the Spanish War.

It was directly due to their failure to unload cars, to permit the railways to clear the tracks in the yards, that in January, 1862, Secretary of War Stanton was forced to issue a General Order directing the dishonorable dismissal from the United States army of commanding officers who failed to have working parties in readiness and who failed promptly to unload supplies upon arrival. But the supply problem in 1862 or in the miniature war with Spain cannot be compared with the twentieth-century requirements. Many times the former number of trains of supplies, sent from mills, factories, and depots all over the land, will converge upon a very few terminals behind the lines of defense—terminals that lack magic qualities, and that must, like all other man-built receptacles, once they are filled be emptied before they can receive more. Finally, no one, not even the world's greatest strategist, can foretell and delimit the theater of a future war in the United States, and assure the rail-arm chiefs that the long lines of defense will be so drawn that the armies to be supplied will be fairly close to an adequate number of large terminals. Of the Boston to Baltimore strip of border that is assured. But less than a year ago, *per contra*, there was an eighteen-hundred-mile-long border force to be supplied from the single classification yard at El Paso chiefly.

It is quite apparent that there must be a solid chain of defensive railway along and toward all four borders.

Adequate yards are not built in a day. The planning, surveying, grading, construction of signal towers and of concrete unloading platforms for heavy loads, require weeks or months of solid work.

What is the condition of the United States railway system, especially at those points which are most convenient for invaders to attack? On the Northeastern seaboard, between Portland, Maine, and Washington, D. C., on the Pacific Coast from Seattle to San Diego, on the Southern border from El Paso to the coast, on the Northern boundary, has the United States railways strong and adaptable enough to give the country the bristling military lines of guns and men that it must have in case of attack, and to maintain those men and guns?

Consider first the section of the country opposite Europe—the so-called "vital area"—beginning at Portland, Maine, and including the Capitol at Washington on the south, going west as far as the Alleghanies and Buffalo, and bounded on the north by the Canadian line. Here are concentrated the shipyards, munitions plants, chief navy-yards, a large part of the important arsenals, banks, such National treasures as Independence Hall, Bunker Hill Monument, many of the chief universities and centers of art and science. As a bulldog instinctively strikes at the throat of whatever or whomever he attacks, so an invader, it is thought, would be likely to strike in this zone, which is not only vital, but vulnerable.

Assume that an enemy lands its forces by cutters and launches from transports and war-ships on the New Jersey coast where, a few miles below Sandy Hook, they would be out of range of any United States coast defenses. It is not difficult to place one's finger upon a railway line which in such a case will be of great importance to purposes of defense. This line is equipped with single track and has but few sidings to permit passing of trains. Thus even within a hundred miles of the country's chief city, where population and wealth are concentrated, one may not assume that facilities which exist will meet military needs.

Complaint has been freely made within the past year, as for twenty years past, that the railway yards throughout the Eastern seaboard zone are cramped whenever there is a slight additional load of traffic that could not be foreseen, as there was last winter when the boom came. If loads such as are now being considered were to be suddenly thrust upon the railway system, the Eastern States' four-track through lines could do nothing if the yards and unloading platforms were still insufficient.

On the Pacific coast, from San Francisco south to San Diego there is a strong network of well-built, double-tracked railways. From San Francisco northward to Seattle there is but little double track. The country is mountainous, and the main traffic is on a line one hundred miles east of the coast-line. The only coast-line railway north of San Francisco runs less than four hundred miles to a dead end at Trinidad, California, and has no connections with other railways. But this lack amounts to little, because the defense of the Pacific border can be fed by six strong lateral railways having their beginnings as far east as Chicago or St. Paul, and all but two of which have considerable double-tracked mileage.

On the Southern border, from San Antonio clear across Texas and Arizona to the Pacific, one railway serves the east and west traffic (with the exception of a small mileage to and from the copper mines in the southeast corner of Arizona). The California fruit traffic has been so profitable to this railway, however, that it is rapidly being double-tracked. Of those parts that are still single-track 661 miles, from El Paso, Texas, to El Centro, California, one of its operating chiefs (quoted by Mr. Edward Hungerford) recently said: "In a crisis we would pull all our other traffic off the line and move from ten to twelve trains a day." Thus only twelve thousand troops, without trucks, mounts, or supplies, could be moved in twenty-four hours. It is also to be noted that a large part of the Southwestern States' railway web, that directly feeds the rails on the Southern border, is now or has recently been in the hands of receivers. Bankrupt railway is not likely to serve the need in time of great stress upon plant and men.

All along our Northern border the railway trackage appears to be fair or good. An exception is northern New York. From Montreal—a great port less than ten days' steaming from Europe—it is only three hours by rail to the United States border. In the North Woods the hunter or hiker can still find without trouble Burgoyne's military road, over which the British marched in the first war that we had with them. They cleaved a line through the forest twelve feet wide, and where there is still virgin forest the absence of the big trees shows their route. Now, in 1917, there is but little railway able to afford stout protection on either side of Champlain or Lake George.

Such a superficial glance "around the map," looking over the gaps in our fences, does of course not measure the real strength of the railway system. No reliance can be placed upon a system whose trunk and heart are not strong and sound. In a future war within our territory the brains of the Army's General Staff and the skill of the high command may succeed in confining the actual military warfare to a few States. None the less in a twentieth-century great war the entire Nation, every last ounce of man or machine power, will be at grips with the invaders. Not one small part, but every link of the railway chain, will be pulled taut and its elasticity and strength tested to the point of breaking. What *is* the physical condition of the system taken as a whole?

At present about one-third of the United States railway

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

system is still without double track, and of that third almost all is without the frequent passing sidings needed in emergency movement. Less than half the United States railway system has the rock ballast, the concrete bridges, and heavy rail required by the one-hundred-and-fifty-ton and two-hundred-ton locomotives of to-day. Practically none of the United States system has the terminal yard space demanded by the traffic and traffic growth of the time.

Improvements on the vast scale needed could be but poorly built—indeed, cannot possibly be built—while an enemy fleet is covering the landing of troops or while battles are being fought.

It is inevitable that the question shall be asked: Why are not the United States railways better physically prepared to-day? They were built at the same time as the railways of Europe; why are they not double-tracked, rock-ballasted, block-signaled, as the railways of Germany, France, and England are? When United States railways were constructed, people were so few in this country that only the lightest, rough-and-readiest railways could be built across the largely untilled, partly unknown country that they spanned. When John Edgar Thomson spanned the Alleghany Mountains with the first railway tracks in 1852, when Forbes built the Chicago, Burlington, and Quincy Railroad into the wild prairie of his day, when Hill conceived and wrought the makings of our Northwestern States by the building of the Great Northern, and when General Grenville M. Dodge completed the Union Pacific, they made "*United* States" stand for a reality instead of a vision. The frame of the United States rail arm they fashioned, but the making of sinew and of muscular strength for that arm was left to the next generations. How strong has the rail arm been made?

The amount of work put into the construction and all subsequent improvements on the average mile of railways in the United States and the average mile in other great countries is expressed in figures as follows: The United States has spent (up to January 1, 1916) on its average mile, in labor and supplies and management, less than sixty-six thousand dollars total; Japan has spent half again as much; Germany, almost twice as much; France has done two and a half times as much for her railways as we have; and Great Britain has spent upon each mile more than four times the sum which the United States has spent.

The outlook for building up the United States railway system depends, of course, upon the likelihood of sufficient returns on sums invested to attract those who have money to invest. Over a period of ten years, 1905 to 1915, the average of dividends on all United States railways per year has been $3.80 for every hundred dollars invested. During the year 1916 there has been a marked increase in returns on nearly all railways, counterbalanced, however, by an equally marked increase in the cost of steel and all other supplies and in the cost of wages.

The effective ability of a railway system to provide for business that increases with such rapidity as does the business of the United States is measured in the number of miles of track that are built each year (not only in the open country, but more especially in the yards and at sidings) to provide for the increased loads. Since the time when all improvements were stopped by the Civil War—*i. e.*, since 1864—there has never been so little new track laid down as in 1915.

Stewards of this country's chief deposits of wealth—the executive officers of the great insurance companies, savings institutions, and banks—no longer are willing to take up large amounts of railway shares. It is asserted by them that the control of the railways by forty-seven State commissions and an equal number of legislatures, consisting of men of whom very few, if any, are acquainted with the needs and conditions of railway operation, has made a fair return on the properties too dubious to permit them as prudent managers to invest savings funds, insurance money, and bank deposits in them to any considerable extent.

But a National railway system must either be aggressively and enterprisingly providing new facilities to-day for the traffic of to-morrow, or be slipping backward and losing its ability to keep its traffic of men and goods rolling steadily forward. The need of the aggressive spirit of enterprise in the railways is never more important than now in war time. Suppose, for the sake of illustration, that a foreign fleet should command the New England coast. Would it not be highly important to have the railways so strong and so strongly organized that they would have concentrated great field armies on the New England coast *before* the foreign fleet could land armies? Indeed, would it not be urgently necessary to bring up the armies and their supplies before the foreign fleet could shell the bridges across the Connecticut, across the Thames and the Merrimac, all of vital importance to the railways and all within a mile of the sea? It is of vital importance to remember that if the railway system is not made into an arrow speeding our answer to the invader, the enemy will use it against us and turn his weapon in the vitals of the Nation. The first object of every army in every European campaign of the past fifty years has been possession of the railway terminals and junctions. Railway men are not organized to fight. Steel cars and rails can be manned and managed by Germans or Japs as well as by Americans.

A carefully worked out plan, a specially designed organization, ready for immediate use, is necessary. But, regardless of all efforts by railway men and army commanders, such a plan will fail and be found worthless unless all those behind the theater of war, particularly merchants, manufacturers, and farmers (who are the chief users of railway cars), work with the railway managements and not against them. Cars must be unloaded promptly (as they are not in any part of the United States now), cars must be loaded as far as possible to full capacity (as they are seldom to-day), and cars must not be shipped in excess of the consignee's ability to handle them, as was done in the Civil, Spanish, Franco-German, Russo-Japanese, and the present wars.

Poor as is the prospect of early strengthening of this quarter-million-mile web of communications, and positive as are the limits imposed by lack of track, etc., there is still one more factor of rail arm success to consider.

For the chief factor is not the track, rolling stock, and stations, but the men. Without them to ride the whirlwind and to direct the storm (of traffic) the plant which one commonly thinks is the railway would be mere "junk." The men of the rail arm in peace times live, breathe, and have their being in the daily conquest of great loads such as war will provide in new measure. To the majority of them their work (Sundays and holidays included) is full of relish because it is full of battle. Not only the lordly engineer who bestrides the ten-wheeler that goes roaring by the farms or under the streets day and night has learned the rigid discipline and close team-work of the railway. Many an unknown and unsung railroader who has no walking delegates to "get him his rights" does as much for you who travel fifty miles an hour in safety as any engineer.

The track-walker, on the job as surely in fog or blizzard as in sunlight, keenly watching over the rail and its frame; the round-shouldered stenographers and station agents who work overtime and make no bones about it when there's a job to be done; the clerks at the "Information" desk and the guards at the train gates who, with a patience which saints might envy, answer questions and direct that large part of the public which is as helpless as sheep when on their travels, one and all work for small salaries. They are loyal to the service and find their reward in working, in close team-work with tens of thousands of others, the finest instrument man has made.

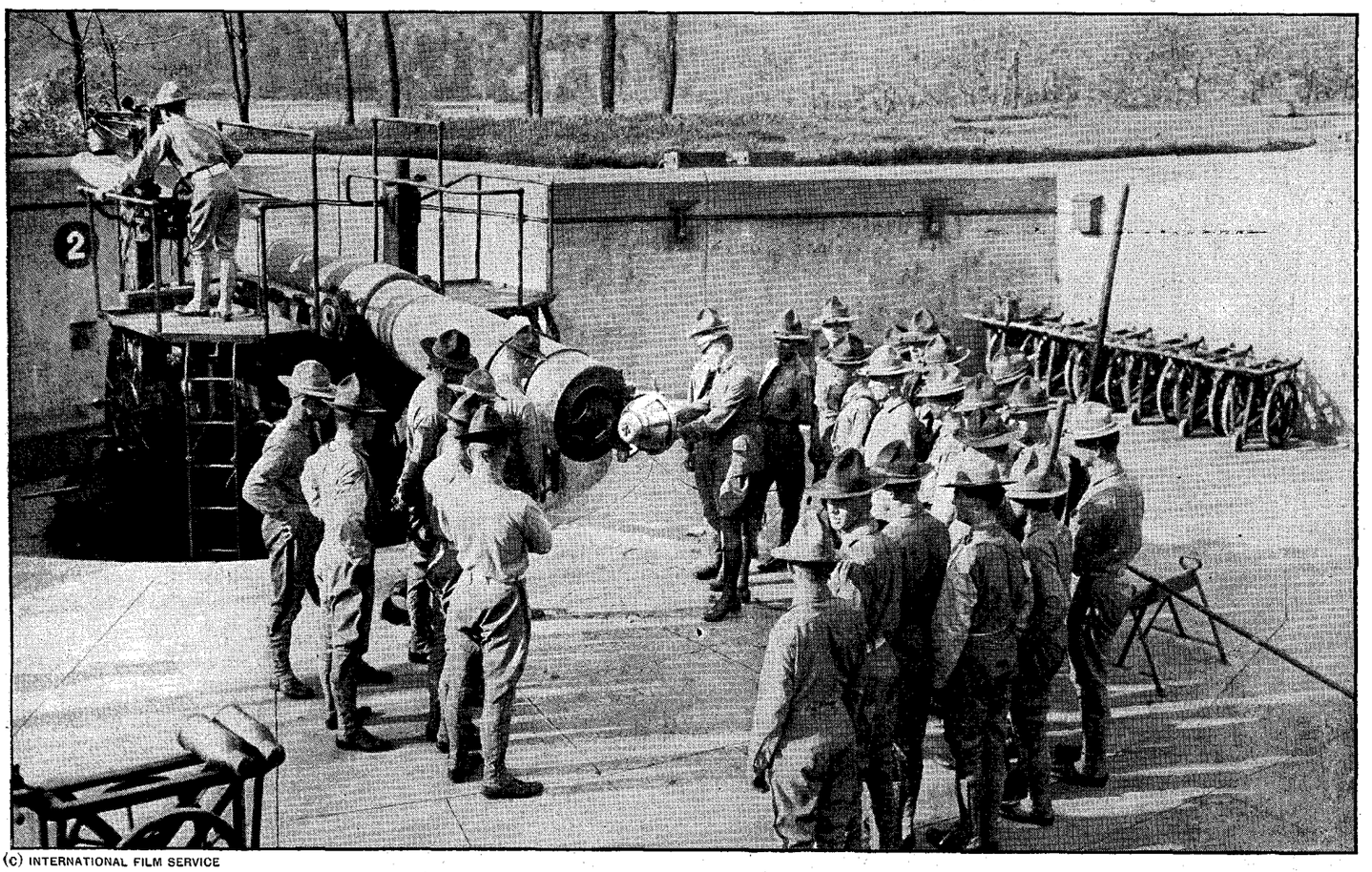
With such men ready for any task, a strong United States railway system is bound to be built up for war *and* peace. Whatever is done for preparedness is one hundred per cent useful in time of peace. Every terminal enlargement, every passing siding, each new locomotive, is no less useful for commercial service than for war service.

Once the bigness and the difficulty of this task of the railway has been caught by the National imagination, it will be solved. The grumblers will have the surprise of their lives. The Nation will swing to its task (the task handed over by the railway pioneers when they died, of building up an adequate rail arm) like sailors setting heavy sails, all together, to the tune of a work chantey.

NOTE.—Since this article was written the organization of the railways for war service has been given in charge of the American Railway Association's Special Committee on National Defense, consisting of eighteen railway presidents under the chairmanship of Daniel Willard, and at last the problems herein sketched are in the way of being intelligently solved.

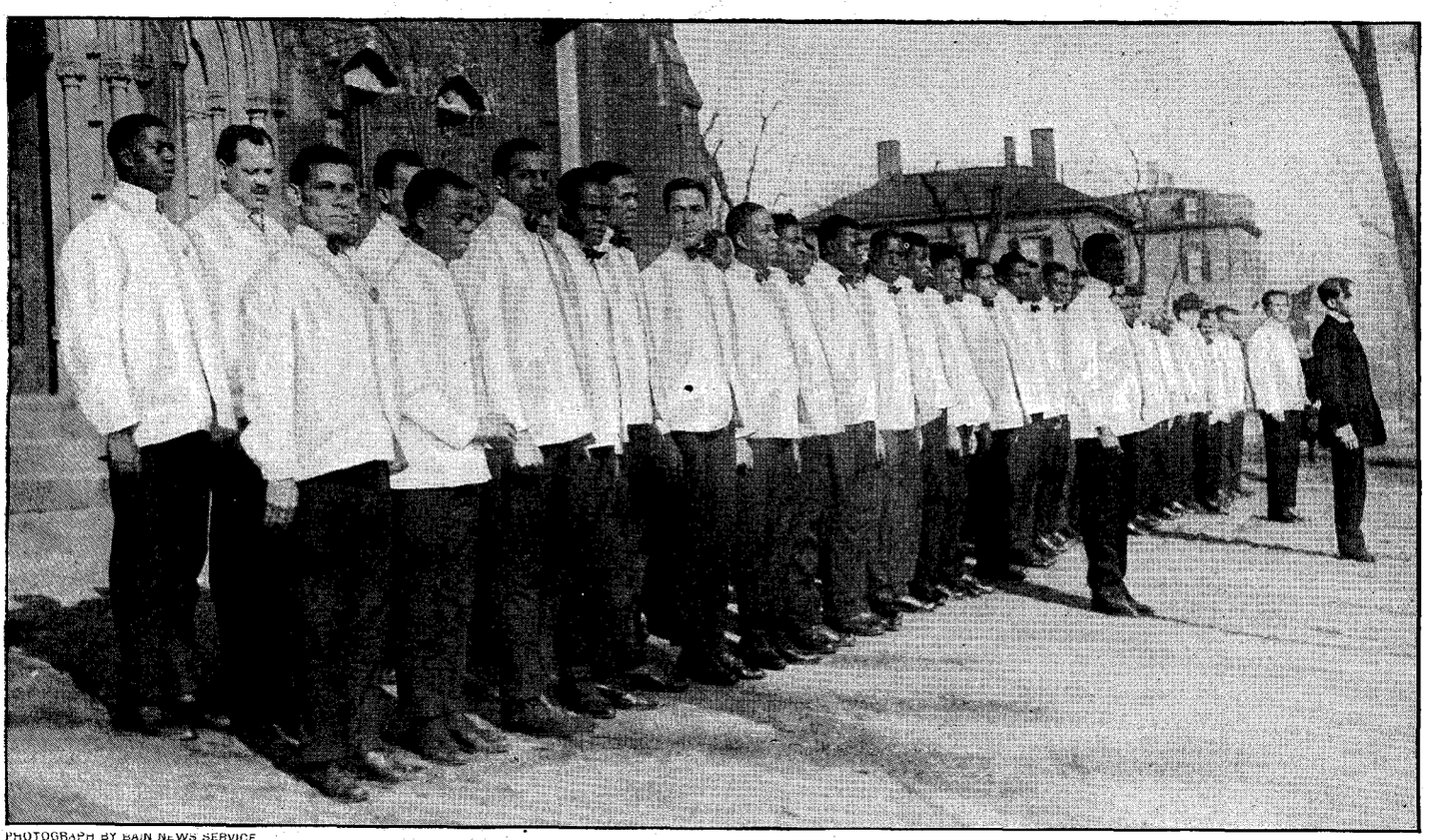
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT EVENTS ILLUSTRATED



(C) INTERNATIONAL FILM SERVICE

PROSPECTIVE OFFICERS FOR OUR ARMY—WEST POINT CADETS LEARNING TO USE A 12-INCH GUN



PHOTOGRAPH BY BAIN NEWS SERVICE

READY TO SERVE IN THE RANK AND FILE—COLORED WAITERS AT HARVARD UNIVERSITY DRILLING

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PHOTOGRAPH BY INTERNATIONAL FILM SERVICE

"THEIR HERO"—AN ILLINOIS INFANTRYMAN GOING TO HIS POST, ACCOMPANIED BY AN ESCORT

(C) INTERNATIONAL FILM SERVICE

WOMEN EMPLOYEES OF A DEPARTMENT STORE PREPARING FOR DUTIES AS RED CROSS NURSES

Over one hundred of the women employees of the well-known store of B. Altman & Co., of New York City, have been organized and trained to act as Red Cross nurses during the war. Five hundred of the male employees of the store receive a daily drill on the roof of the building. Many other department stores in various cities are doing similar work in the cause of preparedness

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

(c) HARRIS & EWING

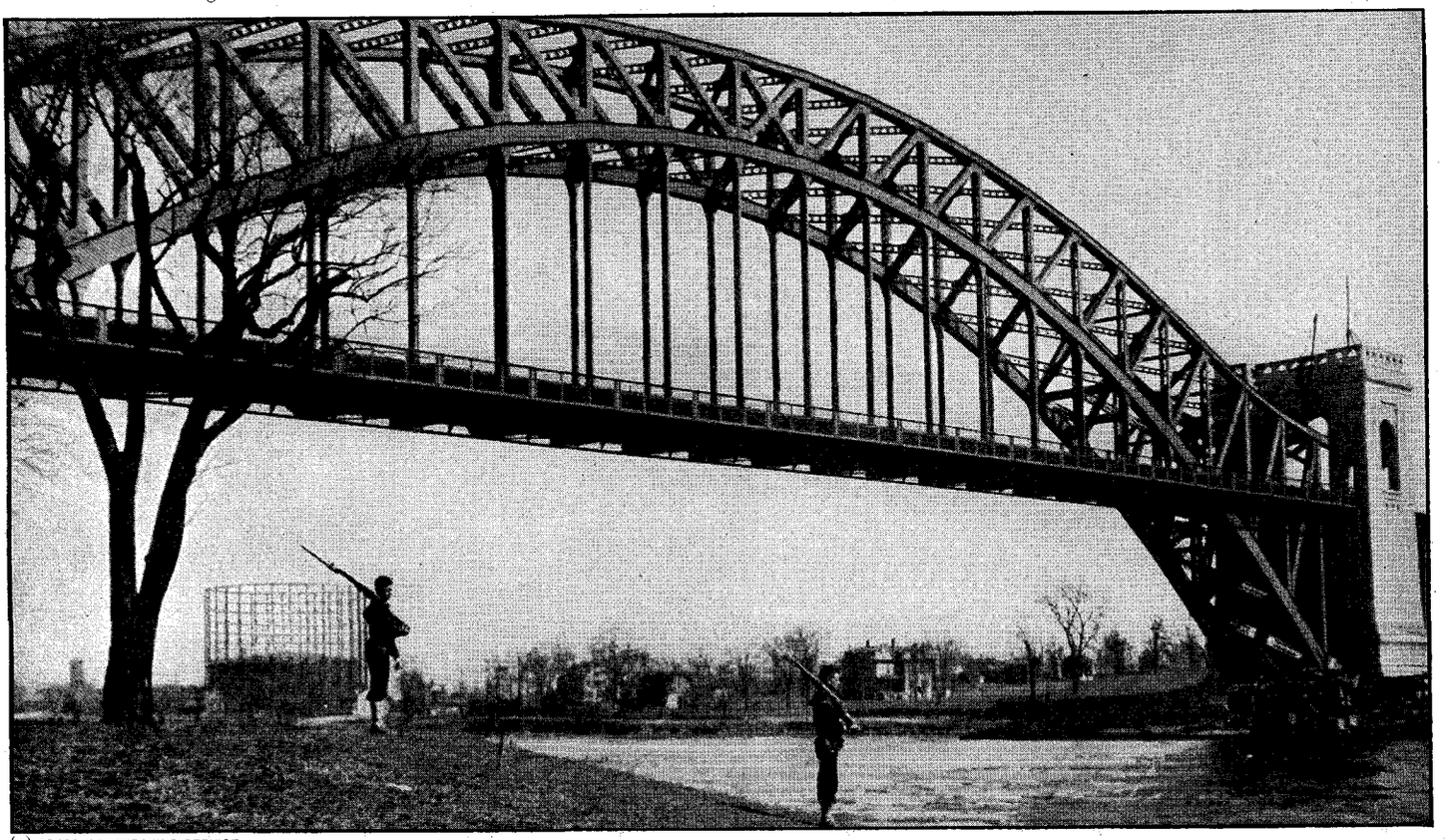
MISS JEANNETTE RANKIN, THE WOMAN MEMBER OF CONGRESS

Miss Rankin's reception in the Capitol at Washington on the meeting of Congress was an enthusiastic one. The picture shows her carrying some of the flowers sent to her by those who wished to honor her and to signalize the admission of a woman to the legislative branch of the Federal Government

(c) UNDERWOOD & UNDERWOOD

A NEW YORK YOUNG WOMAN SECURING SIGNATURES FOR A PETITION ADVOCATING UNIVERSAL MILITARY TRAINING

Many organizations are pushing the work of bringing the country to a realization of the conflict that is before it. The picture shows the activities of one such organization. Another plans a general "Wake Up, America!" day to be celebrated April 18



(c) PRESS ILLUSTRATING SERVICE

THE NEW YORK CONNECTING RAILWAY BRIDGE OPENED FOR TRAFFIC

This great bridge, otherwise known as "Hell Gate Bridge," is an important link in the railway service between New England and the West and South. It is one of the greatest railway bridges ever built; it has been four years in construction and cost $27,000,000; the single steel arch by which it crosses the river is the longest in the world—1,017 feet; the bridge contains more steel than the Queensboro and Manhattan Bridges combined. It was opened for traffic April 1

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ENGLAND IN KHAKI

BY DEMETRA VAKA (MRS. KENNETH BROWN)

A LITTLE after four in the afternoon the day we landed I betook myself to the large, attractive tea-room of the Adelphi Hotel, in Liverpool. Even before I reached it I could hear the gay music and the chatter. It was already so filled that there was not a table vacant. Undecided, I stood looking at the throng of smartly dressed women and khaki-clad men. An officer in kilts, seated alone at a table near the door, rose, called the girl who served, and spoke a few words with her. Then he joined another tableful of officers, while the girl, in her pretty uniform, came to me and said that I might have his table. She carried him his tea, and then went for mine. I looked over to the officer to thank him, but he gave me no chance.

I took my seat, not quite knowing whether to like the frivolous gayety all around me or to resent it. We had imagined England at war to be serious and sober-minded, not bent on making merry, and there I was, the only woman present in a traveling gown, surrounded by women dressed as for a holiday. Meditatively I sipped my tea, all the while examining the faces of the men in khaki, the men in kilts, and the men in those hideous long trousers made of huge plaids, which look as if mother had taken her shawl and made a pair of trousers for her breechesless boy. At the table nearest me sat four extremely young looking things in khaki, pink of complexion and with boyish curves to their lips. Unmistakably they were of the better class, and I could hardly imagine them anything except "public school" boys who had now gone on to Sandhurst to prepare for the real war; but, on closer scrutiny, I noticed that one had a bit of ribbon on his breast, the ribbon which indicates valor in the field. He looked so young that one felt as if he could hardly have finished the milk and bread-and-butter diet of the English nursery.

The music started a melody from a comic opera, and the decorated infant leaned forward and began to sing the words *sotto voce* for the benefit of his three companions. They were having such a jolly time that I began to wonder whether England really grasped the seriousness of the war she was engaged in. There was no evidence of it in the whole tea-room. Every one was gay, every one was laughing and chaffing. Presently three khaki figures came in; one, white-faced and younger even than the decorated one, walked with difficulty by the help of two canes. They also looked about vainly for a table, and once more officers doubled up and gave them one. His companions helped the crippled one to sit down, easing him slowly into his chair, and I could see by the drawn lines about his mouth that every movement was agony. His eyes were sunken, and for a long minute after he had sat down he kept them closed and his mouth tightly shut.

Of course I was tired from the many formalities of being allowed to land in England, and the sight of suffering manhood was new to me, while the others around me had had two years to become accustomed to it, and there I sat unable to check the big tears that insisted on rolling down my cheeks. Now and then I furtively watched the cripple. The pain lessened, he was sipping his tea with that pleasurable abandon which only the English-born experiences with his tea-cup. He was laughing and joking, and when the band played a fox-trot his left hand, armed with a sandwich, kept time to the dance music.

England does not know that she has any especial philosophy of life. In reality, she has the best of all; she takes life as a sport in which a man may win or a man may lose, but the importance of which comes in the playing, not in the gain. Therefore they make no fuss about their wounded and maimed. They do not pity them—do not even make heroes of them. It is all in the day's work, and those who have not escaped unhurt are the unlucky ones, that is all.

On the next day we went to the Military Control Office to try to retrieve our papers and passports. A notice to travelers was posted on the wall, and its wording was so typically English that it must be given in its entirety:

AN APPEAL TO TRAVELERS IN THE INTERESTS OF PUBLIC SAFETY AND FOR MILITARY REASONS

It is necessary that the Passenger Traffic between Great Britain and the Continent should be regulated strictly, and reduced as far as possible.

The public is therefore invited to co-operate by undertaking no journey except for very serious reasons.

Those who are compelled to travel are asked to remember that regulations have been made which, as is inevitable in time of war, necessitate a strict observance of all passport formalities and involve the search of person and baggage.

The traveling public is accordingly invited to comply with the regulations ungrudgingly, and not to increase the inconveniences to themselves and render the duties of the port authorities more difficult by chafing at restraints, attempting to obtain advantages denied to their fellow-passengers, or harassing officials by unnecessary questions.

Complete frankness as to the motive of a proposed journey and places to be visited is desirable and may ultimately save travelers delay and inconvenience.

BY ORDER OF THE SECRETARY OF STATE
July, 1916. FOR THE HOME DEPARTMENT.

The smart young officer who had captured our papers on the previous day attacked them conscientiously, and finally permitted us to go on to London, volunteering the opinion that we should probably not be permitted to go on to Greece. Our passports and credentials he was to forward to the Home Office, which would decide our fate. The captain was much less severe than he had been the day before on the steamer. He seemed to be satisfied that the safety of the British Empire was not endangered by our presence, and treated us with the affability which an Englishman displays when once he decides to unbend.

Our night's delay in Liverpool had given the Government a chance to raise all the railway fares in the Kingdom fifty per cent, while reducing the number of trains. Thus more men were freed for the army, and coal was economized without a falling off of revenue.

With the fare from London to Liverpool now almost eleven dollars, first class, and the second class non-existent, we prudently decided to travel third, and it was a decision we shall always be glad we made.

Huddled over a newspaper in one corner of our compartment sat a youth in khaki. A scrap of pink cloth was sewed on his shoulder and there was a ribbon on his breast. Opposite me was an old gentleman with a book, and farther on was a young woman.

Over the luggage racks were war regulations. One said that, owing to Zeppelin raids, the curtains of the compartments must be drawn down after sunset. The other was addressed to the men in the service, and enjoined them to refrain from talking on military and naval affairs in order that they might give no possible information to enemies of Great Britain. Notwithstanding this I whispered to my husband to enter into conversation with the khaki next to him. My husband is frightfully Anglo-Saxon about speaking to people he does not know. "I don't know what to say to him," he whispered back. "Ask him what that bit of pink on his shoulder means," I urged.

At the question the boy good-naturedly stopped his reading and explained that it indicated his battalion.

"And that scrap of ribbon on your breast?" we inquired.

"Oh," he answered, reddening; "that's just the military cross."

"And what did you get it for?" we persisted, with American inquisitiveness.

"Bombing," he replied, laconically.

"But what did you do?"

He saw that he could not escape. "Why, there were a party of us in a German trench, and it got pretty hot, and most of our fellows went back; but I had a good supply of bombs, so I kept on bombing until there were no more Fritzes. Well, my captain heard about it, and he thought it was pretty decent, so he reported it and I got the medal."

The ice was now broken, and all in the compartment began to talk together like old friends. We learned that the soldier was a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

lance corporal, and was returning to France after a leave. His English, his cultivated voice, and his simple and unaffected manners bespoke his having come from a good home.

Presently another young man in khaki came in, wearing on his cuff two tiny gold stripes, running up and down, which indicated that he had twice been wounded. He was a corporal, and unmistakably a son of the people, frank in manner, and a friendly talker. He had been in America in a crockery store. When war broke out he had returned to England and enlisted.

Never in my life has a five-hour railway journey been so brief, so interesting. We forgot the sodden, gray day, prematurely turning to night; we were transported to France. We were no longer in the train—we were with the armies; we were with them at rest and with them at their grim work. We heard the artillery, and we walked—not ran—with the men when, behind the barrage fire, they advanced to storm the enemy trenches. We had of course read most of this, but it is not the same. From the lips of those two youths, one a few years older than the other, one of a different class from the other, we heard about it from two different points of view, each supplementing the other. They were the actors of the grim drama being played in France. They talked with the freedom which comes from a race which has lived in a democracy for generations.

We learned that the English prefer the French bayonet to their own, because it is longer and slenderer, and not so liable to get stuck in use. "Ah, but we have a lovely knife for trench work!" exclaimed the corporal; and the lance corporal, who had all his paraphernalia with him, brought one forth. It was of a "loveliness" to cause us to shudder. We all admired it, and handled it, and watched the soldiers as they showed us how it should be used. Yet all the while I was conscious that, in spite of their two years' fighting, in spite of what those two boys had seen, they remained untouched by the brutality of bloodshed. Their faces remained honest and human. When the lance corporal smiled, his face was lighted up by a light sweet and tender. How unlike the faces of the Germans we had left behind in America—Germans who had not done any fighting, but whose expressions since the beginning of this war have undergone a curious change; their lips curl in a snarl, the snarl of the fox or the wolf, the snarl of the mouth that laughed when the Lusitania was sunk, the Germans who made as targets for their soldiers fair figures of English, French, and Belgian soldiers. One face alone among the Germans I know stands apart from the rest. It is that of a woman, and since the war began her face has passed from one sad expression to another; her eyes are the eyes of sorrow, and her lips are tremulous with tragedy. She never talks glibly of successes and victories; she only suffers—but then she is half English by blood.

Months before this trip, in writing of the various armies I had seen, I remarked that those of England and of Greece had struck me as anachronistic, so civilized were the faces of the men, so little did the armies look like killing-machines. They were composed of men who thought of games and of books, not of rapine and conquest; and I had said that they would fight as well as the born killers when the grim necessity arose. These two young fellows in our compartment proved to me how right I had been. Yet their natures were not changed, and they spoke of the war in terms of sport, and it was as a sporting proposition that they regarded it. What they hated most in the Germans was not that they had wished to dominate the earth, but that they had not fought fair. "But we'll worry 'em," said the lance, cheerfully; "we'll give 'em frightfulness!"

The young woman whose husband and brothers were at the front spoke up from her corner: "Yes; while we women can only wait."

I agreed with her that the hardest rôle always was played by the women who had to wait. Thereupon the old gentleman from the other corner, in vehemently passionate tones which made the pathos of what he said the more poignant, cried: "No, madam, no. The hardest lot is not that of the women, but that of the old men, who are longing to serve, but who cannot because they are too old." And somehow he managed to convey to me the tragedy of those old men who long to carry arms for their country and can't.

When the train arrived in London, we all shook hands and parted with regret. It had been a memorable journey, the most interesting time we had ever spent in a railway carriage. We had come into contact with the British soul more closely than ever before. The absolute feeling of assurance of those young fellows in khaki had become ours. And this assurance was strengthened when we saw the streets of London. Even more than in Liverpool were the streets full of khaki, and yet there was nothing military in the aspect of the men, in spite of their uniforms; they are merely Britishers in the service of their country, and wearing—as the British are so fond of doing—the garb best suited to their occupation.

Many people in America sincerely believe that if the youth of a nation is trained to defend its country that nation will become Prussianized. Such people should visit England now when every man under forty-five years is a soldier. In a curious way the English are gentler, less militaristic, than ever before. And this impression that one gets *en passant* becomes a certainty when one talks with one's friends who are now officers. On a Sunday we were invited to take luncheon at an officers' mess, "somewhere in Sussex," a few miles from London, by a friend who is a captain.

The house was full of officers, most of whom had seen active service in the trenches, yet the absence of militarism was the most noticeable thing about them. Essentially the English are sportsmen: they give their services, their blood, the lives, to the mother country when she needs them; to their work, their pursuits, and their sports when she does not need them. We did not hear the clink of the sword, as we used to hear it in Germany in peace time. Above all, there was a total lack of military arrogance, an absence of any tendency to disregard the rights of civilians. The feeling between officers and men was of the best. In England it is a breach of the law for an officer not to return the salute of a private, while in Germany the rank and file saluted as to godlike beings who could not be expected to deign to return the salute.

During luncheon I sat between a doctor and a captain, both of whom had seen several months' service in France. Had neither of them ever seen a gun they could not have been gentler and less military. Of their own achievements they said little; but of France, her grit and determination, they could not say enough.

It is now nearly three weeks since we came to London. The Savoy, where we are staying, teems with khaki-clad figures and with others in the blue of the navy, as do the streets; yet never before have we felt the British people so little arrogant, so little manifesting the more objectionable British traits. It is not that they are trying to curry favor with Americans. On the contrary, the general indifference to American public opinion is almost culpable, considering the ceaseless propaganda that Germany is carrying on in the United States. They are just naturally kinder and politer, and the sacrifices they are making for their country are making better human beings of them. "England is spending her capital," my husband said to a couple of old friends who have been working for two years in a hospital. "Yes," they both cried, joyously; "but who wouldn't spend his capital to beat the Germans?" And the words were not empty, for they had lost just half their income through the war, and for the first time in their lives were saving money.

There are two facts which stand out pre-eminently: that Great Britain is fighting for the right, and that she is going to see the thing through, no matter what it may cost in blood and treasure.

We onlookers are convinced that, in spite of what it has cost and what it will cost, Great Britain has never been so prosperous, so welded together, so much a nation, as she is to-day. I have even learned not to object to the constant music in the hotel, the well-dressed women, the laughter, the chatter, the dancing, and the perpetual love-making. All those are but the reactions against the grim reality in the trenches; the real thing is that England at last is awake, with more than the needed cannon, more than the needed shells, more than the needed reinforcements, and all the old doggedness and pluck.

To see England in khaki is to see how democracy can rise to fight for the right, to see how democracy can blunder through somehow, and can end in three years in being more ready than monarchy can be in forty-four years.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WEEKLY OUTLINE STUDY OF CURRENT HISTORY

BY J. MADISON GATHANY, A.M.

HOPE STREET HIGH SCHOOL, PROVIDENCE, R. I.

Based on The Outlook of April 11, 1917

Each week an Outline Study of Current History based on the preceding number of The Outlook will be printed for the benefit of current events classes, debating clubs, teachers of history and of English, and the like, and for use in the home and by such individual readers as may desire suggestions in the serious study of current history.—THE EDITORS.

[Those who are using the weekly outline should not attempt to cover the whole of an outline in any one lesson or study. Assign for one lesson selected questions, one or two propositions for discussion, and only such words as are found in the material assigned. Or distribute selected questions among different members of the class or group and have them report their findings to all when assembled. Then have all discuss the questions together.]

I—INTERNATIONAL AFFAIRS

Topic: America in the war.

Reference: Pages 337, 338; editorial, pages 644, 645; also pages 646–648 and 650–654.

Questions:

1. America's entrance into the war is a topic of so great and far-reaching importance as to warrant several lessons of study upon it. Other than the Declaration of Independence it is undoubtedly the greatest step ever taken by the United States. 2. Make out a list of America's reasons and motives for entering this war. (This can best be done after reading the President's address of April 2 and the references given above.) 3. Why were neutrality and armed neutrality a failure? 4. *When* and *how many* times has the United States championed the principles of freedom and international rights? (See any good recent American history text-book.) 5. What results do you think entering the war will have upon the United States? Reasons. 6. State and discuss reasons for drawing a distinction between the German Government and the German people. 7. The President said that the additional armed forces needed should be "chosen upon the principle of universal *liability* [italics mine] to service." Is he advocating a *new* principle for America? (See the Act of Congress defining the militia or Garner's "Government in the United States," page 265.) Distinguish between militarism, conscription, universal military training, universal liability to service, and universal military service. (See editorial in this issue of April 18.) 8. What are the provisions of the Chamberlain Bill? The General Staff Bill? (See page 638.) Were you in Congress, which one of these bills would you vote for? Discuss reasons. 9. What does The Outlook think of President Wilson's address? What reasons does it give for its opinion? (See editorial page 644.) 10. Explain The Outlook's statement: "Into this war no statesman has led America, and therefore into it America has gone leaderless . . . and unprepared." 11. How does The Outlook show that this war has subjected both democracy and autocracy to trial? Democracy's ultimate test? 12. The Outlook says that for us and "our allies" this is a "people's war." How so? Do you know of any other "people's wars"? 13. What are the "effective measures" which The Outlook says the people of America must force their Government to take? (Page 645.) Do you agree or disagree? Why? 14. What is your opinion of The Outlook's editorial on "The President, Congress, and the War"? 15. How have we enjoyed Great Britain's protection? 16. What impression of the President and of the Congress does Mr. Davenport convey to you? His opinion of Mr. Mann? Of Miss Rankin? (Pages 646, 647.) Yours? Should or should not women be members of Congress? 17. Just how does Mr. Johnson interpret the feelings of the Nation in his article "What Happened Outside the Capitol"? (Pages 647, 648.) Interpret your own feelings after reading his article. 18. Why is the South solidly Democratic? (See Muzzey's "American History," pages 477–531.) According to Mr. Pulsifer, how has this war affected the South, what is the South's opinion of President Wilson, and what sort of patriotism does it possess? (Page 648.) 19. Make several comparisons of the views of Mr. Melish and of Professor Souby as to our duty to ourselves, to mankind, and to the future. For what reasons do you like or dislike the views of these two men? (Pages 653, 654.) 20. What are the views expressed in the Emergency Peace Foundation advertisement and in the two letters sent to the New York "Times" found on page 650? Tell what you think of these views. 21. What are the conditions in our navy and in our army according to Mr. Reuterdahl? (Pages 651, 652.) Why are the conditions what they are? Why, in your opinion, does not President Wilson make the best possible use of General Wood and Colonel Roosevelt? 22. Do you think naval and military officers should be forbidden to talk on matters pertaining to this war? 23. Is it our duty to send military forces to Europe? Of what political, moral, and military value could they be if sent? 24. Are there any pledges we ought to demand of our allies before we actually help them in this war? Discuss.

II—PROPOSITIONS FOR DISCUSSION

(These propositions are suggested directly or indirectly by the subject-matter of The Outlook, but not discussed in it.)

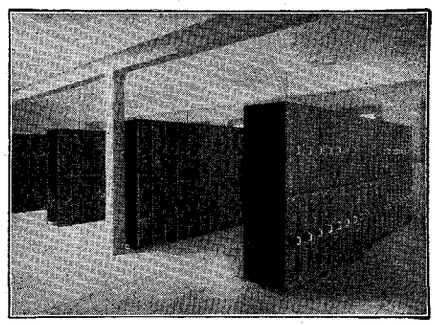
1. The Supreme Court is not responsible to the people. 2. Young America is being educated away from democracy. 3. Military necessity puts all belligerents beyond morality. 4. America's entrance into the war will hinder the development of world democracy. 5. A nation is to be judged by the totality of its life and influence.

III—VOCABULARY BUILDING

(All of the following words and expressions are found in The Outlook for April 11, 1917. After looking them up in the dictionary or elsewhere, give their meaning *in your own words*.)

Par excellence, potential, prevision, fatuous, innate, hocus-pocus, gallant, structure, limousines, below par, impartial, bias, alternative, dynamic force, qualm, chaos, personnel, arsenals.

DURAND
Steel Lockers



NO matter how difficult your locker requirements may be, it is probable that we have solved a similar problem for someone else.

Durand Steel Lockers are fireproof, practically indestructible, sanitary, and convenient. They are adapted for offices, factories, schools, hotels, clubs, gymnasia, and wherever lockers are used.

The prices are reasonable. Write for illustrated catalogue.

We are also manufacturers of steel shelving, steel bins and general steel factory equipment.

DURAND STEEL LOCKER CO.

1573 Ft. Dearborn Bk. Bldg. Chicago — 973 Vanderbilt Bldg. New York

Shur-on
EYEGLASSES - SPECTACLES

They stick tight *comfortably*, hold the lenses in the correct optical position and are the most becoming because least conspicuous.

SHELLTEX RIMS (Reg. U.S. Pat. Off.)
—the latest in Shur-ons. Stylish and elegant, made to meet the mode. Like all Shur-ons, quality guaranteed.

At most high-grade optometrists, opticians, and oculists, or write us. Look for the name Shur-on or Shelltex in the bridge.

E. KIRSTEIN SONS CO.
259 Andrew Street, Rochester, N. Y.
←Trade Mark *Established 1864*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

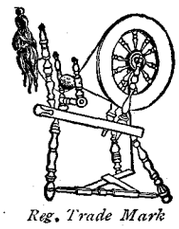
Physicians Know

the kind of food that builds strength and health into children. Hundreds of letters on file show that many physicians recommend *Grape-Nuts* and cream as a regular daily ration for growing children.

"There's a Reason"

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Handkerchiefs *at* McCutcheon's



Reg. Trade Mark

Our collection of new Linen Handkerchiefs for Spring is abundant and varied.

It includes all the staple White Handkerchiefs of pure Linen from the various Linen-producing countries, and, in addition, many novelties in colored Handkerchiefs and White Handkerchiefs with colored borders.

Colored Handkerchiefs—Ladies' pure Linen Handkerchiefs embroidered in colors, 25c and 50c each.

Madeira—A large variety of Ladies' beautiful White Handkerchiefs of pure Linen from Madeira, 50c each.

Irish—A shipment of hand-embroidered Handkerchiefs of pure Irish Linen has just been received. The variety and quality are of the best, 25c and 50c each.

Swiss—These Ladies' Handkerchiefs are hand-embroidered and of exceptional quality, 65c each, and up.

Men's Handkerchiefs—A large variety, including the usual White Handkerchiefs of generous proportions, and many new styles in colors, 50c to $2.00 each.

Orders by Mail Given Special Attention

James McCutcheon & Co.

Fifth Avenue., 34th & 33d Streets, New York

Your Wants may be many or few, but undoubtedly some of them can be filled through the use of a little announcement in the classified columns of The Outlook, which are proving every week of decided value to Outlook readers. We shall be glad to send a descriptive circular and order blank on application. Address Department of Classified Advertising

THE OUTLOOK, 381 Fourth Avenue, New York City

OUR CHILDREN AND "BILLY" SUNDAY

BY HENRY JONES MULFORD, M.D.

The question behind our title is: Shall we send our children to the Tabernacle to hear "Billy" Sunday?

And the answer is: No.

But why shouldn't we send them? Because, approaching the matter from a general point of view, the example there set forth is a wrong example to set before immature and impressionable minds. The developing mind is easily impressed, readily takes on a bias; and it never forgets anything, good or bad. We therefore should be very careful what we place before such minds.

But why the need for caution in regard to Mr. Sunday? Isn't his a good influence?

Again the answer must be: No, not for children. But, in order rightly to understand it, let us examine the matter more in detail. We approach the subject from four directions.

First, the environment. The atmosphere of the Tabernacle is all wrong as to the effect produced upon the child. It is the atmosphere of the circus rather than of the church. There is more entertainment in the Tabernacle than there is theology. As one young man put it: "I don't go to the movies now; I go to the Tabernacle. It's more fun, and it doesn't cost me anything."

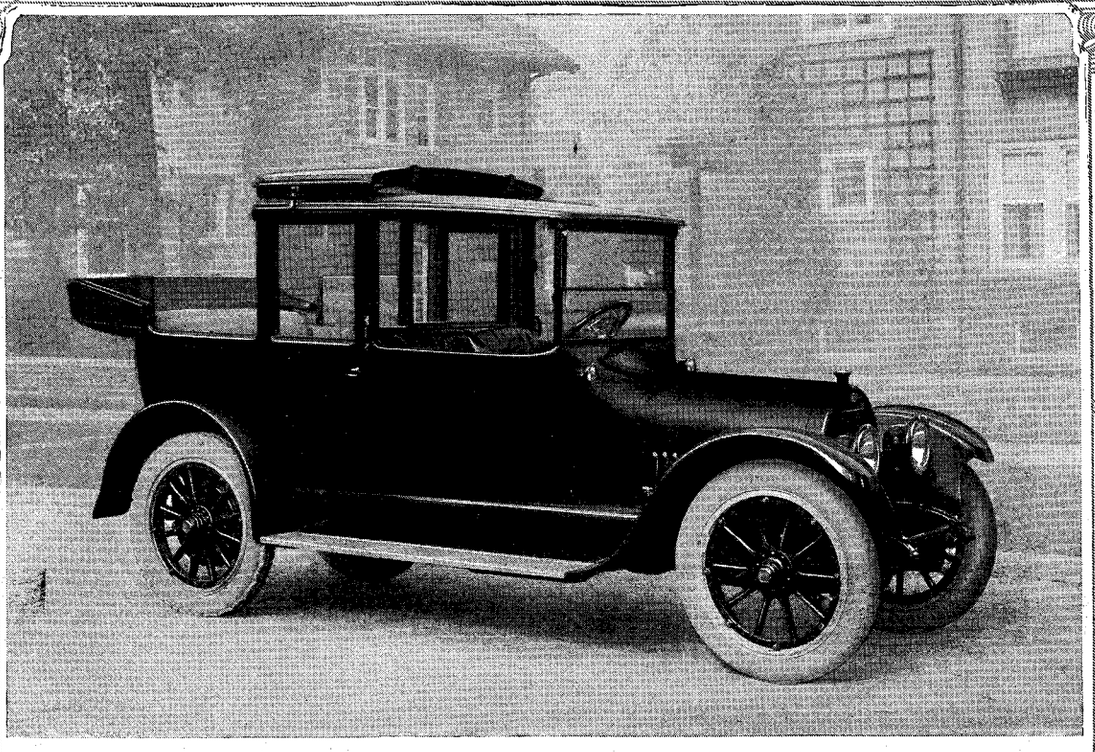
Second, the discourse. There is much that is objectionable here because of its unconscious suggestion to the youthful mind. There is the slang. Slang has a subtle appeal for all of us; it has an especial appeal for the child. He will remember the slang while he forgets the real points of the discourse. There is the poor English in which the discourse is presented. Language is one of the weak points of the child, and the example confirms his weakness. There are the stories used to drive home the points of the discourse. These induce laughter but not understanding. And sometimes they put into the mind of the child (and the adult) an idea that had, and should have, no place there. There are the "knocks" and the abuse of "unbelievers" that are a major part of the discourse. The child wonders at these, and then, unable to reason for himself, accepts them because he is led to believe that the preacher speaks as one having authority.

Third, the attitudes of the preacher. Bizarre antics never added dignity to any discourse. To appreciate the effect upon his hearers one needs only to attend the meetings and listen to the laughter that follows the antics of Mr. Sunday. Instead of being impressed by his words, his hearers see only his motions; instead of gravity, there is levity. Is this a fit embellishment for a sacred message? Is the example a fit one for children whose minds are in the formative stage?

Fourth, the theology presented to the listener. Mr. Sunday's theology is obsolete, horrible, unchristian; it is the theology of fear. He says, in an interview reported in "Pearson's Magazine" for April: "I believe in heaven, where all saved souls will rejoice in blessed company, and I believe in hell. Yes, I believe that the devil receives the damned souls and that other devils shovel coals and build fires to torment the sinners with flames." And, further, Mr. Sunday believes that, in order to escape

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Cadillac
Standard of the World



There is a decided air of distinction about the Cadillac Landaulet

It singles itself out for admiration no matter how crowded the street may be with motors.

In a quiet and dignified way it announces the substantial character of its ownership.

But, quite apart from its beauty, the Landaulet has attracted a growing clientele because it is such an eminently practical car.

With the unusually spacious opening—when the rear section is laid back—you experience the exhilaration of the open car.

At your will it also becomes a Limousine—and it would be difficult to say in which role it presents the more admirable appearance.

Those superlative riding qualities which are common to all eight-cylinder Cadillacs are especially enjoyable when experienced in the beautiful environment of the Landaulet.

The complete line of Cadillac cars is as follows: Seven-Passenger Touring Car; Four-Passenger Phaeton; Two-Passenger Roadster; Four-Passenger Club Roadster; Four-Passenger Convertible Victoria; Seven-Passenger Convertible Touring Car; Four-Passenger Coupe; Five-Passenger Brougham; Seven-Passenger Limousine; Seven-Passenger Imperial; Seven-Passenger Landaulet.

Cadillac Motor Car Co. Detroit, Mich

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

LEA & PERRINS SAUCE

The Original Worcestershire

THE FEATURE OF THE FEAST

THERE is a tempting, alluring piquancy—a zest, a smack, a gusto—to Lea & Perrins Sauce that makes it quite the feature of the feast.

Lea & Perrins is different from all other condiments. It possesses the peculiar property of blending with the most delicate flavor, producing an effect enhanced, augmented, exquisite in its perfection.

For steaks, chops, fish, cold-cuts and gravies. For curries, cheese dishes, eggs—everything from soups to salads.

—a sort of hall-mark of cafes and restaurants the wide world over—the right-hand helper in the kitchens of thousands of homes.

LEA & PERRINS 241 WEST STREET, NEW YORK

CAUTION

THE public is cautioned against paying money for subscriptions to The Outlook to unknown persons representing themselves to be authorized by the publishers to solicit and accept subscriptions, as we employ no agents in our circulation work.

All orders for subscriptions should be sent direct to this office or through some reliable subscription agency, whose representatives should always present proper credentials.

THE OUTLOOK COMPANY.

Our Children and "Billy" Sunday (Continued)

this hell, one needs only to confess Christ; that is, to unload one's sins upon him.

What a picture! All the "saved" gathered together in an appointed place, singing hymns of joy that *they* are "saved"! Jesus in the background, staggering under the load of *their* sins! Below, lurid hell, with its ever-blazing fires, its devils, and its *tortured "sinners"!*

What a picture! And what a picture to place before our children: Heaven, a picture of selfishness; hell, a picture of hate; Jesus, a picture of man's supreme cowardice, of man's fear to approach God alone!

And now, am I not right when I say that we should not allow our children to hear "Billy" Sunday? Could there be a more pernicious atmosphere than that within his Tabernacle? Remember here that I am considering children, not adults. I am willing to admit that Mr. Sunday gets results. But he gets his results through the employment of false images; through the effect of fear. It is the subtle effect of this fear upon the unconscious mind of the hearer that brings the result. The fear of the unknown has ever been a threatening shadow upon the face of man. The race has grown up in that shadow; and it is not difficult to make that shadow seem like the real thing in the minds of the susceptible. But this, perhaps, does no harm to those adults who need a good hard jolt before they come to themselves. But our children need no such jolt. The child is not a sinner; and he never will become one if he is kept in the right way—away from superstition and fear. We must not allow these things to become enthroned within his mind. We must say to him that God and he are living together in the same universe, and that his actions must measure up to God's standard. He must be taught that he is to stand upon his own feet before God; not to approach him leaning upon the shoulder of another. The picture to place before our children is not that of a fear-beset man, tottering into the presence of an awful God, leaning upon Jesus as a staff, but that of a man, erect, with the light of confidence upon his face, striding fearlessly toward his God, a God of Love.

[We are inclined to agree with Dr. Mulford that the Tabernacle is not an especially appropriate place for children. We do not think that Billy Sunday's message is designed for children; it is a message for the most part to the people who have been going wrong, who have been selfish, materialistic, mean, self-indulgent, and, in some cases, undermined by vice, and in all cases under distinctly adult temptations. In no real sense is Billy Sunday an educator; but he is in a very real sense a prophet. There are a great many things in the Bible which we do not ordinarily want to read to our children. They are not meant for children. And there are a great many things that Billy Sunday says which it is not important that children should hear; in fact, perhaps many things which it is important that they should not hear. We disagree with Dr. Mulford, however, that Billy Sunday's message is a message of fear. We do not believe this. It is a message of conscience. His theology is largely a theology of fear, but his religion—which, after all, is much more important than theology—is, so far as we can see, in substance the religion of Phillips Brooks and Dr. Rainsford.—THE EDITORS.]

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WAR AND THE CHRISTIAN

Which comes first—personal conviction or public welfare? Is it necessary to submit to abuse and dishonor in an attempt to follow Christ? What are the limits of Christian forbearance? Where does humility end and cowardice begin?

During the last two years we have been compelled to change a few of our ideas and to face new problems involving international relations unthought of a generation ago. American men and women are thinking along new lines, and those lines are not pleasant or comfortable. Our National isolation has been swept away; we have been thrust out upon an unsympathetic and unfamiliar world. Frankly, we do not like it—it is too vast for us to comprehend, too complicated for us to manage. We much prefer our own problems and our own firesides. But the days of our National isolation are past. The pitiful thing about the whole matter is that we cannot see that they are past. We still cling to the fancy that we are safe from attack, untouched by the most savage and ruthless war ever known. In the midst of probable dangers we calmly balance our chances, substituting the gambler's instinct for the clear-cut purpose of the man of action. To be a follower of Christ can never mean a surrender of will and decision and power of action into the control of fear. We shrink from associating the loyalty of the Christian with the uniform of the soldier. We have yet to learn that the defense of this country's honor is not at all inconsistent with profession of faith in God. Do we realize the narrow margin that separates love to God and man from defense of the principles of righteousness, if need be, by force of arms? The greatest need today is not new ideals and humanitarian impulses. It is, rather, sanity of outlook and consistency of activity in the development of a manhood and womanhood unfamiliar with hypocrisy and unknown to fear.

CHARLES LATIMER.

Albany, New York.

PRUSSIAN ABSOLUTISM

In the year 1856 there was a suit decided by the Supreme Court of Missouri, entitled King of Prussia vs. Kueppers, Administrator. The decision will be found on page 550 of Volume XXII of the Missouri Supreme Court Reports. A part of the statement of the case by the Supreme Court was as follows: "This suit was brought by Frederick William IV, King of Prussia, against Felix Coste, Administrator of Frederick William Kuepper, deceased. The petition is as follows: 'The plaintiff states that he is absolute monarch of the Kingdom of Prussia, and as King thereof is the sole government of that country; that he is unrestrained by any constitution or law, and that his will, expressed in due form, is the only law of that country, and is the only legal power there known to exist as law.'"

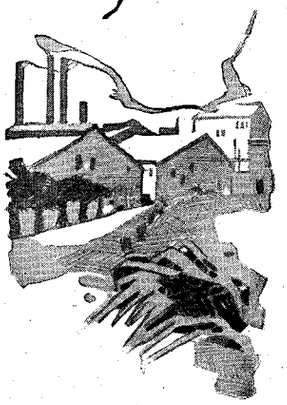
The action was one to recover money which was held by Kuepper at the time of his death, and which belonged to a Prussian subject. I quote only one paragraph from the petition. It may be of interest to your readers as showing the absolute character of the Prussian King at that date, but I am not in position to advise as to what modifications, if any, as to his power have taken place since that date.

Yours respectfully,

WILBUR S. JACKSON.

Warsaw, Missouri, April 3, 1917.

Where the World Must Get Its Sugar



THIS book presents intelligently the story of sugar *today*—and the story of the wonderful opportunity open for American capital. Until the edition is exhausted, a copy will be sent on request.

* * *

TOOLE, HENRY & CO.
Members, New York Stock Exchange
Members, New York Cotton Exchange
120 Broadway New York

The Mackensen Game Park

Bob White, Pheasants, Partridges, Quail, Wild Turkeys, Deer, Rabbits

Peafowl, Cranes, Swan, Ornamental Geese and Ducks, Foxes, Raccoons

Everything in wild animals; game, fancy birds for parks, menageries, private preserves and collections of fancy fowl.

Wm. J. Mackensen, Yardley, Pa.

Show Your Colors

Here is a beautiful desk flag "Old Glory." Flag is silk, attached to silver staff imbedded in solid metal pedestal. About 7" high.

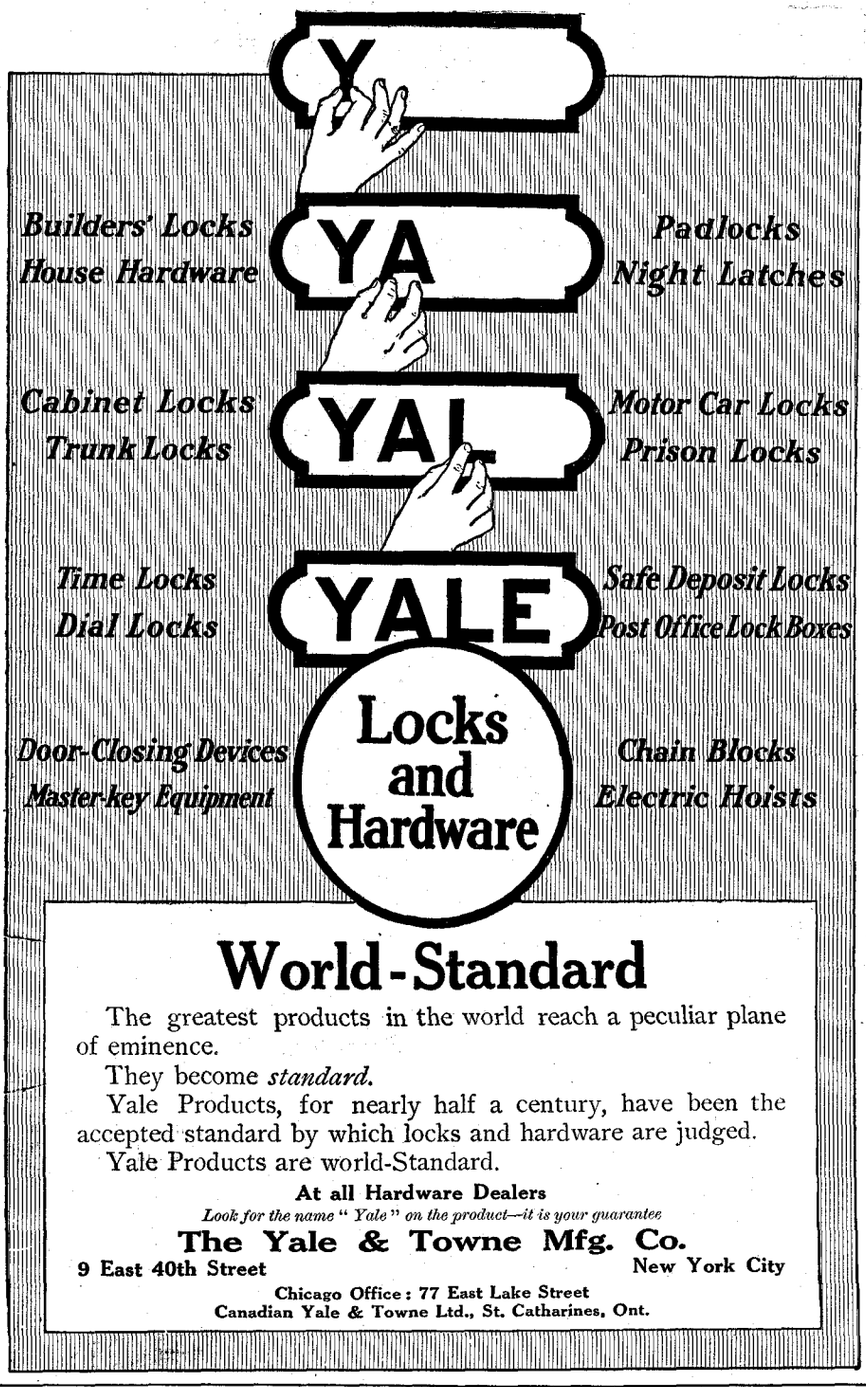
The sentiment inscribed on the pedestal in bas-relief is that of every red-blooded American, as it was Stephen Decatur's a hundred years ago: "*Our country*—In her intercourse with foreign nations may she always be in the right; but our country right or wrong."

No. 7348, Silver Plated, $1.50 each
No. 7251, Sterling Silver, $5.50 each

Get one from your jeweler. If he cannot supply you we will send upon receipt of price, postpaid.

R. BLACKINTON & CO.
North Attleboro, Mass.
Dealers—Write for Proposition

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



World-Standard

The greatest products in the world reach a peculiar plane of eminence.

They become *standard.*

Yale Products, for nearly half a century, have been the accepted standard by which locks and hardware are judged.

Yale Products are world-Standard.

At all Hardware Dealers

Look for the name "Yale" on the product—it is your guarantee

The Yale & Towne Mfg. Co.

9 East 40th Street **New York City**

Chicago Office: 77 East Lake Street

Canadian Yale & Towne Ltd., St. Catharines, Ont.

HYMN BOOKS

FOR ALL DEPARTMENTS OF CHURCH WORK

SEND FOR RETURNABLE EXAMINATION COPIES

THE BIGLOW & MAIN CO., New York or Chicago

Why Be Thin?

I can improve your figure—build up your strength—make you weigh what you *should.* **I know** I can because I have helped over 35,000 women gain 10 to 35 pounds—not only gain flesh, but they are now oh, *so* well—and rested!

One pupil writes: "*One year ago I weighed only 100 pounds—now I weigh 126, and, oh I feel so well!*"

I want to help *you* attain *your* proper weight. In your room. Without drugs. By scientific, natural methods such as your physician approves.

If you only realized how surely, how easily, how inexpensively your weight can be increased, I am certain you would write me at once. You will surprise your family and friends.

Do write! I want *so* much to help you as only a woman can. I've had a wonderful experience. Let me tell you about it. Write for my Free Booklet, No. 22.

Susanna Cocroft

Dept. 8, 624 Michigan Avenue, Chicago

JOHN RUSKIN **asked:** "*Can this Gospel of Christ be put into such plain words and short terms that a plain man can understand it? And if so, would it not be, in a quite primal sense, desirable that it should be so?*"

The Word of the Truth

This book is a progressive endeavor to collate the Word of the Truth of the Gospel, and present it as an intelligible whole, in the original sense, in a simple, continuous form, in which it can be easily and WHOLLY understood by any one.

If you are interested in the formation of a plain statement of the Common Basis of our Faith, send a One Dollar bill with your address for this book, to

The Truth Publishing Foundation, Eufaula, Ala.

Descriptive leaflet on request

THE NEW BOOKS

This Department will include descriptive notes, with or without brief comments, about books received by The Outlook. Many of the important books will have more extended and critical treatment later

FICTION

Changing Winds. By St. John G. Ervine. The Macmillan Company, New York. $1.60.

This novel by the author of "Mrs. Martin's Man" and "Alice and a Family" is distinctly one of the more important works of fiction of the season, and we shall hope to speak of it later in that connection. It is a story of Ireland and the war. The author has one pervading purpose, namely, to make his readers see Ireland and Irishmen as they are—in other words, the book is not a propaganda for any political theory as to Irish matters. The types presented are also individual characters. This is by no means merely "a novel with a purpose," if by that is meant a book in which the theme overshadows human interest and the comedy and tragedy of actual life. The picture of the recent Irish revolution included in the story is admirably done, and is both touching and dramatic.

Lilla: A Part of Her Life. By Mrs. Belloc Lowndes. The George H. Doran Company, New York. $1.35.

England in transformation is the subject of this story, which moves inevitably toward a tragic and dramatic culmination.

Plunder. By Arthur Somers Roche. The Bobbs-Merrill Company, Indianapolis. $1.35.

A detective story, extremely clever in its tracing of the adventures which befall a scrap of paper signed by three multi-millionaires which blows out of the window. It is instantly picked up by an audacious master-crook who sees a chance for blackmail of a million dollars, but is arrested fifteen minutes later after he has slipped the paper into the overcoat pocket of an office clerk. The end of the story is bombastic and absurd in its account of the instant conversion of Masterman, the unprincipled millionaire, to noble citizenship.

Triflers (The). By Frederick Orin Bartlett. Houghton Mifflin Company, Boston. $1.40.

A somewhat improbable romance dealing with the difficulties of a young American girl, suddenly made an heiress, in repelling the flood of suitors who seek her hand. The expedient she is persuaded to adopt is that of a nominal marriage to a friend who wishes to protect her. Naturally he instantly falls in love with her and complications follow. The book is hardly on the level with Mr. Bartlett's "Wall Street Girl," which was notably original and true to life.

Wonder (The). By J. D. Beresford. The George H. Doran Company, New York. $1.40.

Mr. Beresford's "Jacob Stahl" trilogy and "Those Lynnekers" have given him an established reputation as a writer of fiction. The present book is singular in conception and puzzling as to purpose. It is a study of a boy not merely phenomenal, but miraculous, in his intellectual power. As a babe in arms he awes people with his wise stare; as a child of four he reads the dictionary at one sitting and the Encyclopædia Britannica at another—or at least the two in a very few days—and thereafter has the terminology of all the sciences and philosophies at his call. When the child of seven years condescends to converse (which he very rarely does, because the deepest thinkers are beneath his mental plane), he talks a mysterious cosmic philosophy which his more intelligent hearers, such as authors

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The New Books (Continued)

of metaphysical books, believe will become the philosophy of future ages, but which at the present time no one can understand. Fortunately, the infant dies at the mature age of seven.

All this would be ridiculous if it were not that Mr. Beresford's imagination and power of realization play around the subject in a fascinating way. The workmanship of the book is notable; its intent is presumably satirical, but it is also, to us at least, unfathomable.

BIOGRAPHY

Porfirio Diaz. By David Hannay. (Makers of the Nineteenth Century, Edited by Basil Williams.) Henry Holt & Co., New York. $2.

Inevitably one who writes of the most prominent man of a period in any nation's history writes almost as much the story of the nation as the story of the man. Such is the case with Mr. Hannay, whose commendable book might be called "A Political History of Mexico in the Time of Diaz." Mr. Hannay writes well, and, in the main, justly. His final estimate of Diaz is in accord with the verdict of the soundest critics, namely: "He [Diaz] showed the world what was the utmost that his country was capable of doing in order to qualify itself to take its place among civilized and progressive states. All it has been able to do has been to produce a resolute, heavy-handed man who could keep an incurable anarchy within bounds for an unprecedented period of years."

HISTORY, POLITICAL ECONOMY, AND POLITICS

Patriots in the Making. What America Can Learn from France and Germany. By Jonathan French Scott, Ph.D. D. Appleton & Co., New York. $1.50.

Principles of American State Administration. By John Mabry Mathews. D. Appleton & Co., New York. $2.50.

Profit and Wages. A Study in the Distribution of Income. By G. A. Kleene. The Macmillan Company, New York. $1.25.

Studies in Democracy. By Julia H. Gulliver. G. P. Putnam's Sons, New York. $1.

Termination of War and Treaties of Peace. By Coleman Phillipson, M.A. E. P. Dutton & Co., New York. $7.

ESSAYS AND CRITICISM

Philosophy of William James (The). By Th. Flournoy. Authorized Translation by Edwin B. Holt and William James, Jr. Henry Holt & Co., New York. $1.30.

Recovered Yesterdays in Literature. By William A. Quayle. The Abingdon Press, New York. $1.50.

Essays on men, women, and literature.

Robert Louis Stevenson: How to Know Him. By Richard Ashley Rice. Edited by Will D. Howe. The Bobbs-Merrill Company, Indianapolis. $1.25.

Shelley in England. By Roger Ingpen. 2 vols. Houghton Mifflin Company, Boston. $5 a set.

Study of Fairy Tales (A). By Laura F. Kready. Houghton Mifflin Company, Boston. $1.40.

Suspended Judgments. Essays on Books and Sensations. By John Cowper Powys. G. Arnold Shaw, New York. $2.

MISCELLANEOUS

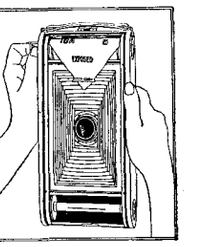
Book of the Peony (The). By Mrs. Edward Harding. The J. B. Lippincott Company, Philadelphia. $6.

A handsome and admirably illustrated volume, with colored photographs of beautiful specimens of the flower which is here described not only in its horticultural aspects but in its history and even its mythology. The book would make a fine present for any one interested in the culture of peonies.

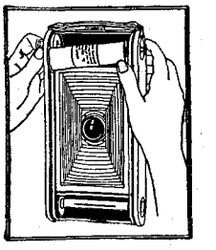
Military Training in Schools and Colleges, Including Military Camps. Compiled by Agnes Van Valkenburgh. The H. W. Wilson Company, White Plains, New York. $1.25.

ANSCO
CAMERAS & SPEEDEX FILM

No. 3A Folding Ansco. Pictures, 3¼ in. x 5½ in. Prices, $22.50 to $30.00, depending on equipment. Other Anscos, $2.00 up.



A spring holds film taut in winding; holds free end when exposed; lifts out the full spool, and keeps film from sticking in the camera.



The Ansco has so many automatic safeguards that it leaves nothing to chance or experiment except the arrangement of the picture.

The exact radius finder guarantees that *all* of the image you see in it will appear on the film. The adjustable focusing device makes it easier for you to get sharp, clear pictures. The spring-hinge back lock saves many a roll of film by preventing accidental opening of the back. The spool-holding device makes loading and unloading easy.

The Sign of the Ansco Dealer

These additional devices in the Ansco cost you nothing extra. They are fully described in the catalog which may be had at the Ansco dealer's or direct from us.

ANSCO COMPANY BINGHAMTON, NEW YORK

New York State man, experienced in cattle raising east, west and south, located past ten years in western Florida, considers that best location for raising cattle and hogs. Has plenty land and buildings for forage, adjacent to abundant free range, pure water. Wants $5,000 to $10,000 to put into stock on equitable basis for division of profits. Best New York, Chicago and other references. Address Belvoir Farm, Century, Florida.

Now $2.00

Only $2 down brings brand new Rex (*10 years' guarantee*) built because world's greatest merchandise house wanted a better machine.

Typewriter Prices Smashed

Don't fool with 2nd hand "rebuilt" when you can have a brand new Rex at an astounding low price. Sent on trial. **Write today for "Typewriter Secrets."** Will be a *revelation!*

Rex Typewriter Company

Dept. 2434 Steger Bldg. Chicago, Ill.

ALLEN'S FOOT-EASE

The Antiseptic Powder to Shake Into Your Shoes

and sprinkle in the Foot-Bath. Don't suffer from Bunions, and Callouses; or from Tender, Tired, Aching, Swollen Feet, Blisters or sore spots. The troops on the Mexican border use Allen's Foot-Ease and over 100,000 packages have been used by the Allied and German troops in Europe. It is known everywhere as the greatest comforter ever discovered for all foot aches. Makes new or tight shoes feel easy by taking the friction from the shoe. Sold everywhere, 25c. **Don't accept any substitute.**

FREE TRIAL PACKAGE sent by mail. Address

ALLEN S. OLMSTED, Le Roy, N. Y.

10¢ Send For This Enlightening Book On the Greatest Educational Advance of the Time

An informative, inspirational review of the present and possible development of visual instruction. Up-to-the-minute facts on equipment, films, etc. Bibliography. Report by states on activities of the visualization movement. Stamps or silver.

VISUAL EDUCATION Its Purpose and Progress

BADGER STEREOPTICON AND PICTURE MACHINE CO.

Box B, LaCrosse, Wisconsin

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SPECIAL REAL ESTATE ANNOUNCEMENTS

CANADA

Fine Colonial Homestead Brick, painted yellow; large rooms, open fireplaces, electric lights, hardwood floors, 2 bath-rooms, hot-water heating; in best condition. Comprises 16 acres, uniquely bounded by river, fine lawns, hedges, garden and orchard, stables, garage, etc. In beautiful Eastern Townships on Boston Div. C. P. Ry. Good motor roads. A rare bargain. Address "Fairfield," Cowansville, Que.

FOR RENT

In Canadian 1,000 Islands

Commodious summer cottage, situated on wooded island. For particulars apply to F. E. Wright, 2134 Wyoming Ave., Washington, D.C.

FOR SALE

On Lake L'Achigan

Laurentian Mountains near Montreal

Fine country house, completely furnished, containing eleven rooms, kitchen, pantries. Long, wide verandas, fine tennis court. Boat-house, with six boats. Good bathing, boating, and fishing. Finest view of lake and mountains. Ice house on property. About 8 acres of land. **W. R. WILLSON,**
225 Sherbrooke St., W., Montreal, P. Q.

CONNECTICUT

TO RENT Cottages on Northrop's Island in the Housatonic River, at Boardman, Conn. 5 minutes R. R., store and post-office. $125 season. Philo A. Northrop, Boardman, Conn.

FOR SALE

ATTRACTIVE HOME

in Suburbs of Hartford

Lot 100 x 175 ft.; fine trees and shrubs. House artistic; twelve rooms, fine piazza. Three minutes from cars. Apply
G. E. B., 50 Highland St., Hartford, Conn.

Lyme, Conn. To let, 3 furnished cottages, one with 12 rooms, two with 10 rooms each. Electric lights, modern plumbing, best of water supplies, fireplaces, furnaces. Address Mrs. E. E. Salisbury, New Haven, Conn.

Summer Homes on Long Island Sound

at MADISON. Fully furnished, running water, electric lights. Write for descriptive list OA. J. M. HULL, Madison, Ct.

For Sale—200-Acre Farm

On high ground just outside of New Haven. 8-room house. Suitable place for stock raising. Plenty of timber and wood land.
Address 111 Church St., New Haven, Conn.

New London on the Sound

Desirable furnished cottages to lease for 1917. Choice residential properties for sale. At Neptune Park, Ocean Beach, also at Eastern Point, near Griswold Hotel. WILLIAM S. CHAPPELL, Est. 1887. New London, Conn.

On Ideal Tour

NEWTOWN, CONN.
In foothills of Berkshires

Remodeled Colonial Homestead

Nine rooms and two baths, electric lights, completely furnished. For rent or sale, moderate price. Two acres. Large shade trees, new garage, golf course.
L. W. ALLEN, 81 N. Moore St., N. Y.

For Sale—Seven Acres of Land

Beautifully located in the city of Norwalk, Conn. Especially adapted as site for country home. No buildings. Particulars Miss J. M. Murdoch, 303 East 20th St., N. Y. C.

THAMES RIVER Nine-room cottage and two acres. Furnished, accessible, on the river. E. W. HIGGINS, Norwich, Conn.

BEAUTIFUL POMFRET

NORTHCOTE, remodeled, enlarged, furnished. All conveniences, electricity, 2 baths, 13 rooms, garage with chauffeur's room. Rent very moderate. Golf. Ask terms and for floor plans. EDWARD S. ENGLISH, Pomfret, Conn.

SHARON, CONN.

To Let—furnished cottages, some with stable or garage. Rentals, $500 to $1,500. First-class train service from Grand Central Terminal. Write your requirements. BAKER & KIRBY.

Furnished Country House

at So. Woodstock, Conn. 13 rooms, 3 baths; garage and boat-house. Tennis court, vegetable and flower gardens, abundant shade. Electric lighting; photos. 92 Remsen St., Brooklyn, N. Y. Phone Main 9938.

Woodland Bungalow Sites

AT STAMFORD, CONN.

Three or four **bargains** for families who love the woods and hills and are willing to do a little pioneer work with us. Write for particulars. H. M. JEFFERSON,
56 Downing St., Brooklyn, N. Y.

CONNECTICUT

For Rent—WESTPORT, CONN.

After May 1, furnished 9-room house. All conveniences. Address Box 86, Westport, Conn.

FOR SALE OR RENT

IN WINDSOR, CONN. 15-room house, all modern and in first-class condition; on car line; also good farms in Vermont. 6,099, Outlook.

Highland Lake, Winsted, Conn.

For Sale—Completely furnished cottage. Living-room 20x25 ft., with wide 70 ft. porch, 5 bedrooms, dining-room, maids' room, kitchen and bath. Price $5,000. For particulars write Alfred W. Satterthwaite, 169 Douglas St., Reading, Pa.

FLORIDA

FLORIDA HOME FOR SALE

AT SORRENTO

Elegant house, 6 bedrooms, two baths, etc. High fine citrus soil. Fine pure spring water, that carries away uric acid and rheumatism. Land bought on this account. Owner died before occupying. Price low. Address
D. N. SEELY, City Point, Florida.

MAINE

IN MAINE

We have desirable properties of all kinds, including city homes, farms, seashore and cottage properties, summer and year round hotels, timber lands and well-equipped marine railway suitable for building vessels of all kinds. Louis Kirstein & Sons, Largest Real Estate Agency in Me., Bangor, Me. Consult us.

FOR RENT. On Bluehill Bay (the Jenny Wrenn Cottage), a furnished house, seven rooms and bath. Rent for season $350. Further information address C. A. M., Room 512, 15 Exchange Place, Jersey City.

Boothbay Harbor, Me.

For Sale or to Let for the Season

10-room cottage, bath, town water, electric lights, fireplace, wide veranda, superb view; private boat landing. G. LYMAN SNOW,
114 Federal St., Boston, Mass.

SQUIRREL ISLAND

BOOTHBAY HARBOR, ME.
FOR SALE

To settle estate, **Summer Cottage,** 8 rooms and bath. 5 sleeping-rooms, fireplace, piazza three sides. Shore frontage, sea and harbor view. Best of water and sanitary arrangements. Inquire W. W. HAMLEN, Augusta, Me. R. F. D. 4.

Camden, Me. **Two high-class Summer Cottages,** near the shore, with an 80-mile view up and down the coast. Circulars, plans, photos.
J. R. PRESCOTT, Newtonville, Mass.

Casco Bay, Me. Furnished cottages, Falmouth Foreside, 4½ miles from Portland. Ideal summer resort. Modern conveniences. Address A. J. Bernstein, 46 Middle St., Portland, Me.

FOR SALE OR RENT

Modern cottage, six rooms and bath, located on Chebeague Island, Casco Bay, Maine, nine miles from Portland. High elevation, best of water. 5,351, Outlook.

Lake, Mountains and Country

Center Lovell, Maine

To let, a cottage situated amongst the pines (with extended view of the mountains), having one of the finest bathing beaches on the lake. Piazza on two sides, five bedrooms and bath, living-room thirty feet long with large fireplace, dining-room, kitchen and pantry, all completely furnished. Excellent drinking water. Tennis court, garage. An ideal place for children. $350 for the season. 6,083, Outlook.

For Sale or Rent

Seventy-acre Estate, Frenchman's Bay, North of Mt. Desert

Nearly mile of shore front. Attractive furnished bungalow, seven rooms and bath. Also cozy six-room furnished cottage. Fine spring water. Write Mrs. S. L. APOLLONIO, 16 River St., Boston, Mass., for particulars.

Camping in Maine

Two furnished camps on shore of Lake Kezar, three-quarters of an hour motor stage ride from railroad station at Fryeburg, on Maine Central Railroad; large camp, 11 rooms, bath, toilet, scientific sewage disposal, also stable accommodating two horses. $375 per season, including wood and ice; and 5-room camp, running spring water, $125 per season, including wood and ice. Preference to party renting both camps. Address
H. A. Hirsh, 68 William St., New York City

ISLESFORD **Little Cranberry Island**

Opp. Seal Harbor, Me. To let by the month, or for June, July, and August, house fully furnished; 7 bedrooms, 2 bathrooms. Driven well. Views of Mt. Desert Range and ocean. Apply to V. Y. B., 506 Beacon St., Boston.

MAINE

To Settle an Estate

Beautiful Summer Home at Hancock Point (opposite Bar Harbor), Maine. 12 rooms, 3 baths, unusually well furnished.
EDWARD A. SHEEHAN
P. O. Box 807, New Haven, Conn.

KENNEBUNKPORT, MAINE

TO RENT, furnished. A very desirable house on Cape Arundel, the most attractive part of Kennebunkport. House contains nine double bedrooms, four baths, living halls on first and second floor, den, dining-room, pantry, kitchen and laundry. Open fireplaces in a number of rooms. Large piazza, part inclosed in glass. Hundred yards from the ocean and has fine view. $3,000 for the summer. Apply W. M. H., 319 North American Building, Philadelphia, Pa.

Cape Porpoise Kennebunkport, Me. To let, 10-room cottage, thoroughly furnished, every modern convenience, sleeping porch, garage, boat-house, commanding view. Also small cottage with outdoor living and sleeping facilities. Photos. Packard, 12 Carlisle St., Roxbury, Mass.

Near KENNEBUNKPORT, ME. Ten-room furnished farm-house, bath. 170 acres land, pine grove, fine mineral spring. Rent reasonable. Also five-room furnished cottage, same location. $85 for long season. G. W. MITCHELL, Kennebunk, Maine.

AN ISLAND CAMP

Meddybemps Lake, Me.

For Sale or Rent. Camp and boats in first-class condition. Excellent fishing, boating, and bathing. Terms reasonable. Mrs. G. W. Roberts, 170 W. 59th St., N. Y. City.

Moosehead Lake, Maine

SUMMER COTTAGE

On lake shore, facing mountains; large, fully furnished; seven chambers, bathroom, hot and cold water, spring water, bathing, through Pullmans to lake; trout, salmon, togue; daily mail; rental $600, includes canoes, sailing dory, ice, fuel, telephone, and complete equipment. References, photographs and particulars.
F. S. Snyder, 55 Blackstone St., Boston, Mass.

At Naples "Rockywoods" Maine

A delightful summer home, 10 rooms and baths, furnished, for immediate occupancy, on the shores of Long Lake (near Sebago); seven acres of land, mostly pines, with garage and study house; excellent drinking water; house nearly new; located in the "Switzerland of America;" for sale; full particulars upon application.
William H. Field, Jr.
39 Washington St., N. Boston

To Let—Pemaquid Harbor, Me.

Attractive, well-furnished **bungalow,** six rooms, bath, modern plumbing, fireplace, fine unobstructed views. July, $60. Mrs. J. B. FIELDING, 4 Parker St., Malden, Mass.

PEMAQUID HARBOR, Maine Coast. Furnished cottages, seven rooms; rent $150; six rooms, $125 for season. Daniel Whitehouse, 22 Pleasant St., Augusta, Maine.

PENOBSCOT BAY

CAMDEN MOUNTAINS
For Sale or to Let

Modern summer residence built and completely furnished for owner's use. High land overlooking bay and islands. View of mountains. Two minutes from shore, ¾ mile from Camden P. O. Plastered and papered throughout. 3 open fireplaces, living-room 22x30 ft., 6 chambers, besides 2 servants', 3 bathrooms. Wire screens and blinds. Fine water supply, open plumbing, electric lights. Piazza 10x120 ft. Bathing, boating, golf, and unsurpassed drives. Apply to
JOSEPH D. SNELL, 114 Pearl St., Boston.

Penobscot Bay Region

FARM HOUSE FOR SALE

Attractive summer home, large lot. Boating, bathing, fishing. Price $1,000. Terms.
Owner J. H. JONES, Arlington, Mass.

Rangeley Lakes

TO LET FOR SEASON

Furnished Bungalow on Rangeley Lake, Maine

Two miles from Rangeley village (railroad station), near State highway. 5 acres land. Beautiful location close to shore. Living-room 15x30 ft., 6 sleeping-rooms. Large loggia or sleeping porch, 2 other piazzas. Bathroom, hot and cold water; fine spring water piped to house, gravity system; garage, wood, ice, New England telephone.
LYMAN H. NELSON, Portland, Me.

Seashore Cottage Rent for season 6 rooms and bath, fully furnished; hot and cold water. S. W. Littell, 138 S. Main St., Rockland, Maine.

MAINE

For Rent Sebago Lake region, Raymond, Me. 3 cottages, 6 rooms, furnished, fireplaces; ice, and boat. $110 to $125 a season. 23 miles from Portland. W. F. Sanderson, Owner, York Beach, Me.

ROBBINSTON, ME.—For Sale

On the beautiful St. Croix and Passamaquoddy Bay, 36 acres land, part under cultivation, rest wooded; orchard. Most attractive house, ten rooms, large woodshed, large barn. ½ mile from Centre, and in best residential part of the town. Ideal place for summer residence. Terms moderate. Miss Alice G. Briggs, 465 Laurel Hill Ave., Arlington, R. I.

Furnished cottage for sale, Sorrento, Me. 15 rooms, hot water, electric lights, etc. Piazzas, beautiful views, walks, drives, etc. Would consider renting. 5,675, Outlook.

SQUIRREL ISLAND, ME.

Several desirable cottages to let on one of the most beautiful islands on the coast of Maine. Reply to K. M. BARTER, Squirrel Island, Me.

Desirable 7-room cottage, Squirrel Island, Me., for season. Low rental. Island one of most beautiful on Maine coast. Address F. J. C. Little, Augusta, Me.

Maine Attractive Bungalow

For sale. Well furnished, equipped with modern conveniences. Small log cabin and two tents in connection with same. Five acres, 750 foot ocean front, wonderful views. Price reasonable. 5,917, Outlook.

YORK CLIFFS, MAINE

Three beautiful, modern cottages to rent. Heat and electric lights and fully furnished. 1 cottage 19 rooms, 3 bathrooms. Cottage 15 rooms, 3 bathrooms. Cottage 11 rooms, 2 bath-rooms. Private grounds. Apply to
N. P. M. JACOBS

Beautiful Maine Coast Cottage handsomely furnished. 9 rooms and bath, hot and cold spring water; fireplace, sleeping porch, wide verandas, shore front, private boat landing, finest views. Season $300. C. H. Collins, 713 Newington Ave., Baltimore, Md.

MASSACHUSETTS

AMONG the BERKSHIRES

For information of
FARMS AND HOMES FOR SALE
and particulars of
FURNISHED HOUSES FOR RENT
address GRAHAM E. C. ROOT, Realty Agt.,
Lenox, Massachusetts

We Have a Jolly Farm

in the Berkshires, 4 miles from Stockbridge, 1½ from town, 40 acres excellent plowed land beside river, 10 pasture, 190 valuable woodland running to mountain top with view to Catskills; delightful old farm-house remodeled, 9 rooms, open fires, modern bath, city and spring water, charmingly furnished. We bought cheap, improved economically and will sell for cost.
J. W. HELBURN, Salem, Mass.

Ideal Summer Home

In the Berkshires

Must be sold to settle an estate. Splendidly located high up on the Berkshire Hills. House of twelve rooms. Well built. Spacious verandas. Good barn. Modern conveniences. Good water supply. All furnished.
N. C. SMITH, Middlefield, Mass.

Berkshires. Sale or Rent, furnished, 50-acre farm, conveniently located. 8-room house, bath, electricity, stream. Owner could stay. Box 296, Gt. Barrington, Mass.

BERKSHIRE HILLS

Country homes and estates. Send for illustrated booklet. GEO. H. COOPER, 100 North St., Pittsfield, Mass.

In Beautiful Williamstown

(Berkshires)

FOR SALE

Estate of 7 acres. Modern house. Compact, well built. Electricity, gas, steam heat, town water, 6 fireplaces. Attractive grounds, garage, brook, pond, gardens.
J. F. Nichols, Williamstown, Mass.

BERKSHIRE HILLS

Furnished houses. Farms and estates for sale.
S. G. TENNEY, Williamstown, Mass.

BERKSHIRES twelve-room furnished house to rent. Modern improvements. Stable, garage, tennis court. Address A. W. ROUSE, Tyringham, Mass.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED